June, 1966

THE Signalman's JOURNAL

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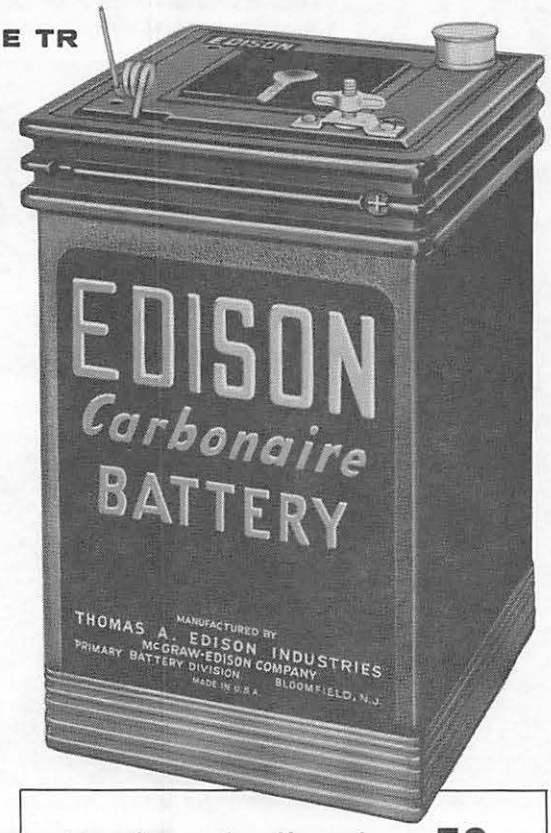

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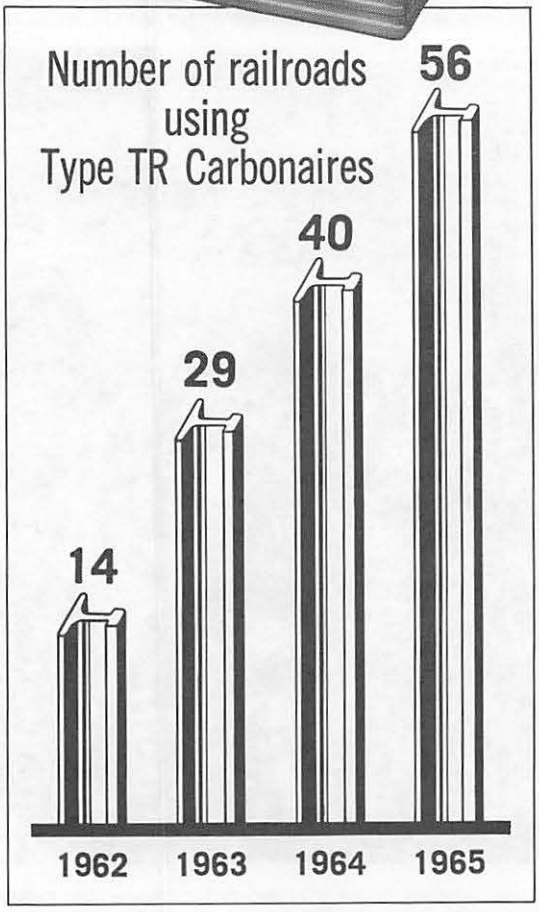

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OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

E. L. Abbott, Editor and Manager
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Electing Union Officers

Election of Subordinate Lodge Officers and Local Grievance Committees To Be Held During Period from July 1 to October 15

By Secretary-Treasurer C. J. Chamberlain

OUR BROTHERHOOD'S Constitution contains provisions for proper procedure for compliance with the Labor-Management Reporting and Disclosure Act of 1959 and provides that all elections will be held in the proper manner within the prescribed period of time.

This is the year preceding our regular Convention and each Local Lodge must conduct its regular triennial election of Subordinate Lodge officers and Local Grievance Committees within the period from July 1 through October 15 as provided in the Constitution.

Current applicable provisions of the Constitution governing election procedures of Subordinate Lodges are quoted here for your information:

Article II—Elections

NOTE: All elections under this Article II, including Local Chairmen and Committeemen, must be by secret ballot, except where a candidate for office is unopposed.

Section 16.—The regular triennial election of Officers of Subordinate Lodges and of Local Grievance Committees must be by secret ballot and shall be held at any regular or special meeting between July 1 and October 15 of the year preceding regular Conventions. When such Officers and Committees are elected by mail ballot, such ballot shall be taken at any time between July 1 and October 15 of the year preceding regular Conventions. When mail ballots are used for the election of Committees and Officers of a Subordinate Lodge, such ballots shall be secret and shall be mailed to each member by the Recording Secretary, or as otherwise provided for in the Subordinate Lodge By-Laws. The Officers of a newly instituted Subordinate Lodge shall be elected by secret ballot at the time of organization of such Subordinate Lodge and shall serve until the next regular election or until the installation of their successors. **Not less than fifteen days prior to all elections, a notice thereof will be mailed to each member at his last known address.**

Section 17.—All Officers of a Subordinate Lodge shall be elected except the Past Chief; each preceding Chief, by virtue of his office, becoming the Past Chief.

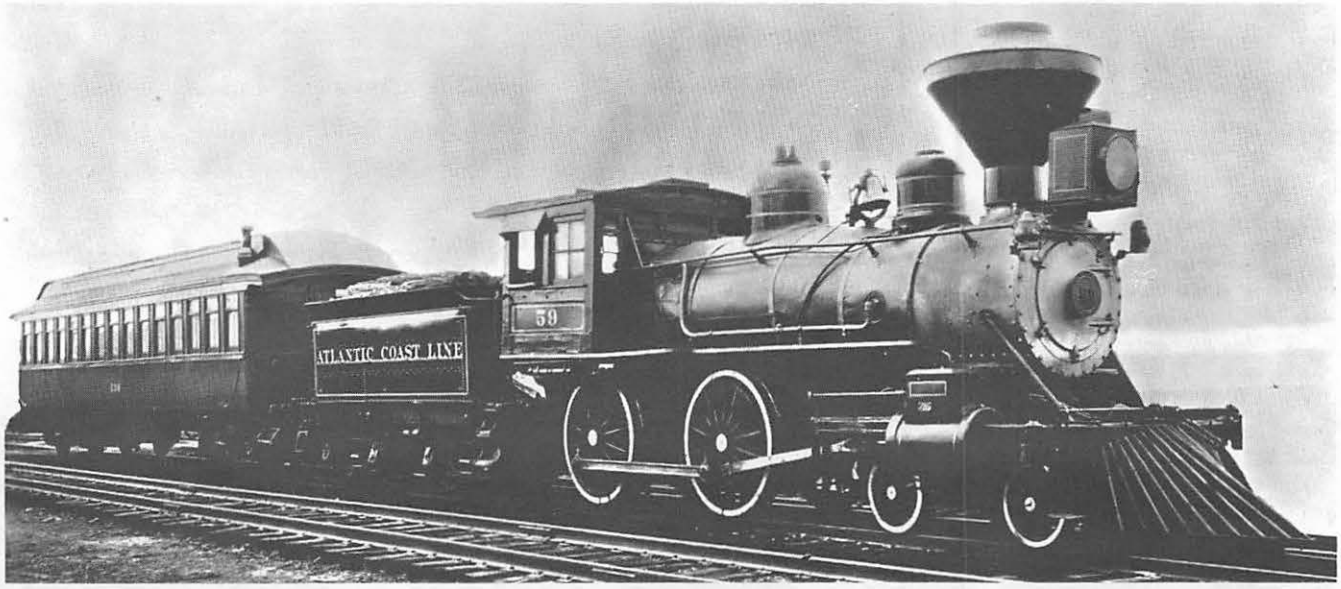
Section 18.—Before election the Chief shall appoint two Tellers who shall receive and count the votes, the Recording Secretary keeping tally and announcing the results to the members.

Section 19. — When nominations for any particular office have been properly closed, additional nominations for that office shall not be considered. Where a candidate for office is unopposed, a secret ballot shall not be required to be taken. Write-in votes and voting by proxy shall not be permitted.

Section 20.—Members present and in good standing shall be entitled to one vote for each office, and a majority of members voting shall be required for election to any office.

Section 21.—Where there are more than two candidates for the same office and none of them receive a majority of the votes cast, the candidate receiving the least number of votes cast on each ballot shall be dropped, until an election is had. Where but two candidates are nominated, balloting shall continue until a majority of the votes are cast for one of the candidates. All elections must be by secret ballot, except where a candidate for office is unopposed.

Secretary-Treasurer C. J. Chamberlain urges that the requirements of the Constitution be followed to comply with the law.



In 1888 pasenger service was inaugurated by the Atlantic Coast Line to St. Petersburg, Fla., with trains made up of wooden coaches and locomotives of the type shown above. The diamond-stack Atlantic engine with extended wooden cowcatcher was developed on the Coast line and used on many other railroads in the early days of steam power.

General Chairmen Take Militant Stand On Issues of Vital Interest to Membership

Chairman R. B. LeBaron

Secretary R. B. Park

GENERAL CHAIRMEN REPresenting signalmen in the United States and Canada, gathered in Chicago, Illinois in regular triennial sessions May 20-21 to discuss Brotherhood affairs and act on issues of vital interest to the membership.

Because of the increasing danger in the operation of vehicles on public highways, the general chairmen unanimously urged Grand Lodge to negotiate with rail carriers for adequate insurance coverage for all members engaged in highway travel while in the employment of the carriers.

Motorcars have been used for many years as a means of transportation for signalmen while on duty. While working on the property of railroads, signalmen are covered under the provisions of the Federal Employers Liability Act. Now, however, many carriers are providing highway vehicles for travel to and from work points along the line, and transportation is over public streets and highways.

There have been many controversial legal opinions regarding coverage of employes under F.E.L.A. while operating or riding in these vehicles on public ways and the signalmen are demanding adequate coverage.

It was pointed out that prior to the advent of the trucks signalmen were protected. Now, because the carriers have changed the mode of transportation, they are, under certain circumstances, left virtually unprotected.

The General Chairmen adopted the following resolution:

WHEREAS, Because of the ever expanding use of highway vehicles in the performance of our work, and

WHEREAS, Because of the ever increasing danger in the operation of highway vehicles upon our public highways, we feel that our membership should be afforded adequate protection in case of accident or death, commonly referred to as "in-transit insurance" in the use of such highway transportation, and

WHEREAS, Some of the Carriers now pay a minimum mileage allowance for use of private automobiles in carrier service they do not provide insurance for protection in cases of accidents, and

THEREFORE BE IT RESOLVED, That our Grand Lodge be urged to inaugurate the program immediately to secure adequate insurance coverage for all members engaged in highway travel in any form and at any time while in the employment of the Carrier. This to include travel to and from actual place of employment, and

BE IT FURTHER RESOLVED, That this insurance coverage be in sufficient detail to cover various types of injury but with an absolute minimum of $100,000.00 in case of total disability or death, and

BE IT FURTHER RESOLVED, That adequate provisions be incorporated to compensate employes account of any lost time as a result of any injury or incapacitation in connection with such accidents.

The railroads were sharply criticized by the General Chairmen for the deliberate violation of existing agreements. It was charged that the policies of the carriers regarding personnel has hit an all time low. Pointing to the stalling tactics of the carriers in handling disputes the following resolution was adopted:

WHEREAS, It is indisputable that Carriers almost universally deliberately violate the provisions of our agreements and display no intention of compliance, and,

WHEREAS, Such practices cause both the Carriers and the Organizations vast sums of money in handling disputes arising therefrom and actually deny compensation and other privileges to the employes under the contracts which have been negotiated and placed in effect in accordance with the provisions of the Railway Labor Act, and,

WHEREAS, This is particularly true because of the continued stalling practices of the Carriers in the handling of our disputes, and the vast delay encountered in the handling of cases submitted to the National Railroad Adjustment Board for adjudication, and

WHEREAS, To illustrate, the Carriers persist in contracting the performance of signal work specifically spelled out and covered by the scope of our agreements, and,

WHEREAS, Such action has enabled the Carriers in some instances to make force reductions in our craft and actually causing many of our members to seek employment elsewhere, creating a shortage of skilled workers, it has become a fact that the morale of the railroad employes is at an all time low, and,

THEREFORE BE IT RESOLVED,

That we condemn these policies by the Carriers and insist, if the morale of the employes is to be restored to a standard that should exist, that the Carriers join with us in properly policing wages and conditions of employment and enforcing agreement rules as intended.

Signal work, covered by the scope of existing agreements, is being contracted to outside companies, the group charged, and they condemned the practice, demanding that all efforts be made to restore proper standards to enforce the intent of Brotherhood Agreements with the carriers.

Other resolutions adopted by the group in regular session included:

- support for the Brotherhood's recent wage and rules movement and condemned the so-called wage guidelines recommended by the President's Council of Economic Advisors as an effort to short-change workers
- a proposal recommending the inauguration of a program to obtain "sick-leave" for the membership
- approval of the Brotherhood's action in joining other railroad groups to obtain supplemental pensions for employes under labor contracts—benefits to be comparable to those now paid to many other carrier employes
- recommendations urging compliance with the provisions and rules of the Interstate Commerce Act by the carriers and charged Signalmen with a share of the responsibility in seeing that the carriers comply with the rules.

Resolutions as adopted are reproduced here:

WHEREAS, At past Conventions of our Brotherhood our delegates have adopted resolutions in various forms to accomplish improvements in rates of pay, conditions of employment, and other benefits in behalf of our membership, and,

WHEREAS, At the 1964 Convention of our Brotherhood a specific resolution was adopted, providing that our Brotherhood inaugurate a wage increase program on a graduated percentage basis beginning with a minimum of 2½ percent increase for our helpers and graduated by 2½ percent for each higher classed employe, and

WHEREAS, Because of a joint wage and rules movement being contemplated by four (4) other organizations, incorporating not only wage increases but also increases in overtime rates, longevity pay, liberalized vacations, additional paid holidays and improved holiday rules, plus travel time and expenses away from home, your Executive Council concluded that it would be wise and expedient for us to join with these other organizations in this endeavor, especially since the percentage pay increase being requested would exceed the total amount directed by our delegates at our previous convention, and

WHEREAS, The expense of separate handling of these requested improvements would far exceed our pro rata share of the joint action,

THEREFORE BE IT RESOLVED, That the General Chairmen go on record as approving the action of our Executive Council in joining with the other organizations in the program inaugurated on May 10, 1966, and

BE IT FURTHER RESOLVED, That we recommend that no settlement be made by our Brotherhood or agreed to by other of the cooperating organizations without the unanimous approval of the five (5) cooperating organizations.

* * *

WHEREAS, On January 3, 1964, The President of the United States appointed an emergency board to investigate the inequities existing in the rates of pay of signal department employes represented by the Brotherhood of Railroad Signalmen, and

WHEREAS, Said emergency board filed its report to The President on April 3, 1964, after extensive study and investigation, and after it had weighed the evidence of the employes supporting their contention that their rates of wages were inadequate and not in keeping with rates paid to other skilled workers in outside industry nor commensurate with proper rates of pay that should be allowed for their skills and responsibilities in the railroad industry, and

WHEREAS, The Board specifically found that signalmen are skilled employes who are entrusted with considerable responsibility and it compared these skills and responsibilities with similar employes in public utilities and various manufacturing industries, and the Board further said "but it is clearly certain that the differences in skill and responsibility—if any—are not nearly as great as are the wage differences, whether these wage differences be measured in terms of historical change or current levels", and

WHEREAS, After making these specific findings the Board stated that "It is evident from the preceding considerations that the signalmen do suffer from a serious wage inequity", but it only found and recommended as the first step toward correcting this inequity an increase of 4 cents per hour for all Signalmen, Signal Maintainers, and all other equal or higher rated employes, and

WHEREAS, In addition to the meager inequity adjustment recommended by the Board it did recommend a general wage increase retroactive to January 1, 1964, of 6 cents per hour for all of the employes of our craft as a cost-of-living and a productivity increase, and

WHEREAS, While two subsequent adjustments have been made in our wage rates since the Board's report, in amounts equal to the foregoing, they have not nearly corrected the inequity nor have they been sufficient to keep abreast with the ever increasing productivity and cost-of-living, now therefore be it

RESOLVED, In view of these indisputable facts as found and recommended by the President's own Emergency Board we cannot now be governed by the so-called wage increase guidelines of 3.2 per cent now being recommended by the President's Council of Economic Advisers, as they are undoubtedly an effort to short-change the workers and, in particular, the employes of our craft, and we further

RESOLVE, That if further inflation is to be curbed that wages be adjusted upward to permit the workers to catch up and that the economic guidelines provide that prices and profits be reduced in an effort to slow down the spiral of upward trends, and we further

RESOLVE, That the current request of our Brotherhood together with other non-operating organizations for an 18 per cent increase in wages is fully justified and must be granted in full without further delay, if an economic balance is to be attained.

* * *

WHEREAS, At several past conventions of our Brotherhood resolutions have been adopted requesting your Grand Lodge to inaugurate a movement for the purpose of attaining cumulative sick leave for our membership, and

WHEREAS, Such sick leaves are granted to many workers in other industries with a very liberal program being granted employes of our Federal Government, and

WHEREAS, Such sick leaves are proper collective bargaining issues, in addition to such programs granted workers by various governmental agencies, and

WHEREAS, Action by our Grand Lodge to attain these benefits have not been progressed over the period of years because of many other involvements, we feel that further postponement should not be condoned, and

BE IT RESOLVED, Therefore, that we go on record as urging our Grand Lodge to inaugurate this sick leave program immediately in behalf of our membership, and

BE IT FURTHER RESOLVED, That this action be taken, notwithstanding any cooperation of other organizations.

* * *

WHEREAS, It has become almost the universal practice to allow supplemental retirement pensions to higher paid workers and, particularly those in official capacity, and

WHEREAS, This is true in our own railroad industry, but employes under labor contracts or represented by un-

ions have been denied these benefits, and

WHEREAS, We feel that this is discrimination and that all wage earners should be afforded supplemental pensions upon their retirement, at the total cost to the employer, therefore,

BE IT RESOLVED, That we go on record as urging that Carriers agree to allow to all employes represented by us, a minimum supplemental pension of $100.00 per month, and

BE IT FURTHER RESOLVED, That we join with other railroad labor unions and, if necessary, the Carriers, in requesting amendments to our Railroad Retirement Law to grant to the Railroad Retirement Board the administrative handling of this supplemental pension plan.

* * *

WHEREAS, At the instigation of the Brotherhood of Railroad Signalmen the Congress of the United States enacted the Signal Inspection Law in 1937, now identified as Section 25 of the Interstate Commerce Act, and,

WHEREAS, In compliance with the provisions of that Law, the Interstate Commerce Commission with the cooperation of the Carriers and the Brotherhood did adopt and promulgate a set of rules governing the installation, tests and inspection of signal facilities, and

WHEREAS, On two subsequent occasions these rules have been revised and modernized, again by the cooperative efforts of the Carriers and the Brotherhood, and,

WHEREAS, In compliance with the intent of these rules it behooves the Carriers and our membership to fully comply therewith, and,

WHEREAS, Evidence at hand shows that in many instances Carriers are not complying with the rules, hence making the law ineffective, and,

WHEREAS, We, therefore, condemn these practices by all interested parties and insist that these rules must be fully complied with and obeyed in every respect if the law is to accomplish what was intended, and,

BE IT FURTHER RESOLVED, That all rules involving the proper installation, tests and maintenance of signal facilities, tending to enhance the safety of operation of the railroads and for the benefit of the public, be properly complied with regardless of whether they come within the jurisdiction of the Interstate Commerce Commission or various other state and regulatory agencies.

It was pointed out at the meeting that compliance with the I.C.C. Rules involving proper installation, tests and maintenance of signal facilities are of direct benefit to the traveling and shipping public and should be a matter of public interest.

Health and Welfare and Railroad Retirement

Travelers Insurance Company was represented at the meeting by Mr. S. Gwyn Dulaney, vice president, who explained recent improvements in the "Non-Op" Health and Welfare Plan. He indicated that new booklets explaining the benefits will be distributed about July 1, however, he added, articles regarding these improvements have been carried in *The Signalman's Journal.*

Mr. A. E. Lyon, Labor Member on the Railroad Retirement Board and former President of the Brotherhood of Railroad Signalmen, also addressed the group. He was assisted by Mr. W. R. Barber, also of the Board, in explaining recent amendments to the Railroad Retirement Act to include Medicare Provisions. He also directed attention to articles in *The Signalman's Journal* on the subject.

In explaining the processing of claims for medical insurance under Medicare, it was pointed out that the Railroad Retirement Board has selected The Travelers Insurance Company as agent for handling claims for supplementary medical insurance benefits under Medicare. Qualified railroad retirement beneficiaries will file claims with one of 176 Travelers claims offices around the country.

Information and instructions for filing claims will be furnished in a Medicare Handbook to be released by the Board before benefits begin on July 1. The Handbook will be sent to approzimately 530,000 qualified railroad retirement beneficiaries who are not entitled to social security benefits. This includes all persons enrolled for supplementary medical insurance with the Board even though they are not currently in receipt of railroad retirement benefits.

The Handbook contains the addresses of the Travelers claims offices and a form for claiming benefits. The form was not designed specifically for a railroad beneficiary; however, when that copy of the form is used, it will be replaced by one prepared for railroad beneficiaries. A supply of the new forms and the Handbooks will be available in RRB field offices by July 1.

Claims for medical insurance benefits may be made in one of two ways. The beneficiary can as-

This photo was taken as President Jesse Clark addressed the General Chairman present at the Chicago meeting. Only a few of the General Chairmen seated near the front of the room are shown. Those at the head table are, from left to right: R. B. Clark, chairman; R. B. LeBaron, chairman; Joseph Hays, Association of Western Railroads; Louis W. Menk, president-Burlington Lines; President Jesse Clark; and Herbert Heasley, U.S. Savings Bond Division.

sign his claim to his doctor or he can make his claim direct. In either case, the claim should be sent to the Travelers office handling claims for the beneficiary's geographic area.

Persons who have enrolled in the supplementary plan and who are receiving benefits from both RRB and SSA will receive a Medicare Handbook from SSA. That Handbook will not contain instructions to use Travelers, but the beneficiaries will receive a special pamphlet instructing them on handling their medical claims with Travelers.

Claims for benefits under the Medicare basic hospital insurance plan are handled through the hospital or other institution which provided the patient with the covered services. Claims for these benefits are not filed directly with Travelers.

Representatives at RRB offices are available to answer questions and to offer advice and assistance on filing claims.

The RRB recently released information directing attention to Medicare premiums and explained that payments are required for the supplemental medical insurance coverage which helps to pay the cost of doctor bills and certain other medical services. This insurance is available only to those persons age 65 or older who sign up for it and pay the three dollar monthly premiums. (Nearly everyone age 65 or older is eligible for Medicare hospital insurance for which no premiums are required.)

If you have signed up for the supplemental benefits and are receiving a railroad retirement annuity or a social security benefit, your monthly premium will be deducted from your monthly benefit check. If you are not receiving such benefits, you will ordinarily be billed every three months and will mail your quarterly premiums to the Railroad Retirement Board's Chicago office or to the Social Security Administration, depending upon which Agency sent you the premium notice.

However, organizations such as employer groups, insurance companies, or hospital associations can arrange to make bulk premium payments on behalf of their members who would otherwise be required to pay premiums individually.

Some large organizations have made formal arrangements with the Board and set up bulk premium payment plans for their members. One such arrangement has been established with The Travelers Insurance Company. It will work like this:

> If you are a member of a plan covered by The Travelers Insurance Company, you will turn over your first three-month premium notice to your railroad employer and sign an authorization form which he will furnish you. If you turn over to him a premium notice for your wife, if she is eligible, she must sign a separate authorization form. Only one authorization is ever needed, no matter how many times you come in or go out of the covered plan.
> The employing officer will complete the reverse side of the authorization form and will send it, along with the premium notices, to The Travelers Insurance Company. From then on, that insurance company will handle the premium payments and your future premium notices will be sent directly to The Travelers Insurance Company instead of to you.

Under a formal type of arrangement such as described above, the third party (such as Travelers) may pay your premiums monthly. If you are dropped from the plan, or if the premium payment for a month is not received before the end of any month, you will be sent a notice of premium delinquency. It will then be your responsibility to pay the premium in time to prevent the termination of your medical insurance.

Smaller organizations representing less than 250 members, can handle bulk premium payments in a different way. If you are in a small group using this arrangement, you and your eligible spouse will turn over your premium notices each quarter to a designated official who will handle the payment with either the Board or with the Social Security Administration.

When this plan is used, premium notices will continue to be sent to you. Premiums are due the third day of the first month of each three-month period and must be paid before the end of that quarter. While quarterly premium payments are preferred under this plan, monthly payments due on the third day of the month may be made for each month in the quarter. Payment for all months in the quarter must be received before the end of the quarter or your Medicare supplementary coverage will be terminated.

If you are in a group using this arrangement and the group pays premiums on a monthly basis, you will receive an additional premium notice during the quarter. For example, if your first premium notice is for the quarter beginning August 1, you would receive it shortly after July 1. Payment would be due on August 3. If only three dollars is paid for August, shortly after September 1, you will receive a premium notice for September and October. If payment for only September is made, your premium notice for October will be included on the October 1 notice of your next quarterly premium due on November 3.

Organizations or hospital associations may, if they like, utilize the Board's national arrangements with The Travelers Insurance Company and handle bulk payments through that Company rather than direct with the Railroad Retirement Board or the Social Security Administration. If your group has elected to take advantage of these national arrangements, your premiums will be handled as if you belonged to a plan covered by The Travelers Insurance Company.

Luncheon Meeting

At a luncheon held on May 20 for the General Chairmen, Mr. Joseph Hays, General counsel for the Association of Western Railways was recognized for his efforts in a campaign to have rail-highway grade crossing automatic devices installed to afford more protection for the public and employes.

Mr. Herbert Heasley, labor representative of the U. S. Savings Bond Division, addressed the group and urged General Chairmen to become active in promoting the Savings Bond Program among the individual members of the Organization. Heasley also recognized Mr. Hays for his efforts and participation in the program and presented him with a certificate commemorating the occasion.

The President of the Burlington Lines, Mr. Louis W. Menk, addressed the luncheon meeting and pointed out that technology in railroading is advancing with "jackrabbit leaps in a geometric progression." Menk also pointed to the bright future of our craft in the industry and explained that the craft is now only in its infancy.

A motion was made and passed by the General Chairmen recommending that the speech be reproduced in *The Signalman's Journal,* and in consideration of that request it is quoted here:

Lewis W. Menk, Burlington president, is shown as he addressed the triennial meeting of Botherhood General Chairmen.

"I appreciate the opportunity you have extended to me, Mr. Clark, to appear before your organization's officers during your Triennial convention. Although I am a relative newcomer to the Chicago scene, a quick look around the room this morning told me I was no stranger in your midst, for there are quite a few here today that I have been pleased to know over the years.

"The friendships a man makes in the course of a career are one of the true rewards of any line of work. I suspect this is especially true of transportation in general, and of railroading in particular. For in addition to the normal rewards and recognition that a man hopes to find in his life's work, we in transportation obtain added satisfaction from the knowledge that the work we do is interesting, and it is truly important. This is something that has not changed over the years.

"On the other hand, look at the many changes that have taken place in the lifetimes of all of us here, or even in just the working careers of many of us. Centralized Traffic Control is a classic illustration. It came into use in the late 1920's. And when the diesel streamliner Pioneer Zephyr made its appearance in the spring of 1934, another innovation was launched. Little did we realize then that a great new era had started. Since then, technological progress has advanced like the jackrabbit leaps of a geometric progression. We have seen far more progress on the railroads in the last generation—if we accept the definition of a generation as thirty-three years—than occurred in the one hundred years of railroading preceding it.

"These great technological strides were not made solely in the interest of railroad earnings, important though they are. It is no exaggeration to say they were made in order to survive. Faced with staggering Federal expenditures for waterways, air traffic and highways, the railroads had to run at full throttle, technologically speaking, just to stay even. We railroaders certainly know what Satchel Paige meant when he said: 'Never look back; something might be gaining on you.' We can't slow down or look back because we know something will be gaining on us. And we know that something will be competition. There is competition, and then there is competition. But few, and probably no other industries, face the unique competition as do the railroads. I don't want to labor the matter of huge sums of tax money that go to benefit our competitors, usually with no requirement that there be any attempt at repayment. This story has been told so many times within our industry that I fear it has served only to depress our spirits. Certainly it has done little good. I am certain all of us have had the experience of explaining to a friend or neighbor in some other line of work the transportation facts of life, and have him react in disbelief. Americans just don't believe such unfair policies are permitted to happen in this country. But they do, as we know so well.

"For example, tax money pumped into inland waterways with no user charges required; tax money spent on development of huge airplanes that can haul bigger payloads, while vast acreages of choice land are taken off local tax rolls and converted into magnificent airports; and the

Mr. Joseph Hays, right, is shown as he received an award from the U. S. Treasury Department presented by Herbert Heasley, left, in recognition of outstanding efforts to promote the Savings Bond Program. President Jesse Clark, center, was on hand to offer his congratulations.

nearly fifty billion dollars being spent on an Interstate Highway System engineered and built specifically for giant trucks. Yet when the big trucks are asked to pay taxes computed on the reasonable assumption that both weight and distance contribute to the deterioration of highways, such cries of protest are raised as haven't been heard since the Boston Tea Party.

"It seems obvious to me that the political pork barrel that has been a God-send for our competitors not only is here to stay, it is going to disgorge more and more juicy benefits for them in the years to come

"We're going to have to run even harder to stay even. Someone has said that if it hadn't been for the advent of the diesel locomotive a generation ago, the railroads would not be in business today. At least as private enterprises. I am inclined to agree. And it may well be said in the future that if it were not for certain technological or automated advancements made in our time—yours and mine—the railroads would have foundered.

"That is why every railroad today is taking a hard look at everything it is doing, trying to see if there isn't a better way. Or trying to determine if what we are doing is necessary, or if it is only a vestigial habit or custom left over from the days of steam. Our choice as to a course of action seems to be this: we can be alert railroaders, or tired pallbearers.

"Now I don't mean to sound unduly pessimistic, for I am essentially an optimist. And I am optimistic about this industry of ours because I am optimistic about the potential of its people. We are going to do the things that have to be done, because they must be done. Big things. Like building, buying or leasing all the freight cars we can afford so we can meet the demands of our shippers; so that they don't become frustrated and angry and take their business away from the railroads. Big things like buying enough high-speed, high-powered diesels to handle quickly all the freight that comes our way. Little things like taking a hard look at the amount of paperwork we handle in our offices. We took a hard look recently and found we could cut out 419 reports or other paperwork forms. We confirmed the fact that, like Topsy, paperwork just grows.

"We are extending CTC, and we are going to do more of it. In fact, every time a double track line is due for a rail relay, we are going to scrutinize that section of line to see if it would be to our advantage to replace it with single track CTC.

"We are eliminating derails on our mainline. These leftovers from an earlier, less sophisticated day of railroading not only are not needed, they pose a potential safety hazard.

"All these are typical of the changes that are part and parcel of modern railroading. And as you well realize, I've touched upon only a few.

"But one of the biggest changes in railroading, especially in this decade that started out with the ambitious title of the Sizzling Sixties, and then proved to be just that, is the opportunity this industry offers young men. And especially those young men who choose to enter upon a career in signaling. If ever there was a growing field, one that is in its infancy, this is it.

"Your skills are those essential to the new technology which undoubtedly is going to provide the railroad industry with much the same kind of impetus as did the diesel locomotive. We thought the diesel represented sophistication in railroading when it appeared. And, compared to the hulking steam locomotive, it did. But compared to the technology you will master in the years ahead, the diesel will no longer seem so very advanced.

"There is one problem ahead that can prove troublesome unless we cooperate to solve it. And while it may seem inconsistent to say it, especially in view of the career opportunities your field offers today, I think we are going to have to be particularly alert to the need to recruit talented, high caliber young men into signal careers. It may be that values such as dedication to a career have gone out of style. Or maybe it just seems that way because such qualities don't get much news coverage these days.

"All of you know the type of young man we need for the future. And you can help your industry by being on the lookout for him. Perhaps there is such a young man in your neighborhood. Or in your family. I would suggest you talk to him about a career in railroad signal work. **For if we can be assured of another generation of men as capable and as loyal as you, the problems of the railroads of tomorrow will not loom quite as large.**

"I suspect we shall always have our differences on certain matters. In this respect we will be no different from our counterparts in other industries. However, the Burlington has enjoyed an excellent relationship with the Signalmen. I think that is because we have respected each other as individuals and have recognized the validity of each other's position at the conference table. And no industry could ask for more responsible organization leadership than that of Jesse Clark.

"John Richards has gained the esteem of both the men of his organization and the management of the Burlington. He is a firm leader, but he is fair. And something we especially appreciate on the Burlington: he is a hard worker and an inspiration to his men.

Grand Lodge Officers Report

President Jesse Clark reported on the activities of his office and Grand Lodge and brought the General Chairmen up to date on the overall progress being made by the Brotherhood.

National legislative activities were discussed by Vice President C. K. Fields. He urged the General Chairmen to take an active interest in several bills now pending before Congress and to let their Representatives and Senators know how they felt about the issues.

Vice President Gerald Orndorff discussed the handling of claims by the National Railroad Adjustment Board. He also discussed the activities of the Board and many of the problems now confronting the Brotherhoods.

A report on the status of the strike on the Florida East Coast railroad was made by Vice President T. H. Gregg who pointed out the support and backing our Brotherhood and individual members have given to this cause.

The result of an area General Chairmen meeting held in the west was reported by Vice President B. H. Steuerwald. Brother Steuerwald indicated that the turnout was good and while the meeting was informal it was felt that the coordination of activities was very helpful, especially to some of the more recently elected General Chairmen.

General Chairmen meet triennially in the year preceding the Brotherhood Convention. The Chairman and Secretary elected for the next three years are: Brother R. B. LeBaron (CNW, CGW, GBW General Chairman), and Brother R. B. Park (Pennsylvania System General Chairman).

President Lauds Labor Press

PRESIDENT JOHNSON PLEDGED HIS ADMINISTRATION to continue the fight for a broad program of economic, social welfare and labor legislation when he addressed approximately 200 labor editors at a briefing and reception at the White House recently.

Here is what he told them:

It is a pleasure to welcome you to the White House. The 350 publications which you represent reach 20 million Americans. Most of your readers can be counted on to support the programs and legislation that keep America moving—if they are kept well informed. And that is your job.

It is a tribute to you that, in some ways, the copy in your publications has been getting less dramatic. As I said last Friday to your friends at the United Auto Workers Convention:

> "The days of the uproarious industrial conflict are behind us—the days of flamboyant heroes and identifiable villains of the rhetoric of 'scab' and 'sit down' and 'shut out' and 'yellow-dog contract'."

The days of open warfare between labor and management—with winner take all—are over. Of course, there are still inequities—and they must be corrected. I have urged Congress to enact a new unemployment compensation bill—and we believe that such a bill should include benefits standards. The present law is inadequate. It does not cover enough workers, and it does not meet the economic demands of the times.

I am also urging Congress to modernize the minimum wage by raising standards to $1.40 in 1967 and $1.60 in 1968.

But the battle for job security, social security, pensions, medical care, and decent wages for most workers has been largely won.

Now we must go on to new business. Let's ask ourselves:

► What can we do to extend education beyond childhood and bring new opportunity to adults who were left behind?

► What can we do to give the worker not merely a job, but a job that uses all of his abilities?

► What can we do to stop the wasteful squander of our human potential? With unemployment at a 12-year low of 3½percent, our economy demands full—not partial—use of our human resources.

► What can we do about the unequal distribution of our labor force—and seasonal unemployment?

These are questions that have important meaning to labor and the Nation. But there are other challenges facing us. Labor cannot content itself with what some call "the bread and butter issues." You must join with us in the effort to improve our total environment.

It is the worker who has the biggest stake in the quality of our public education; he does not have the choice of turning to a private school.

It is the worker who has the biggest stake in mass transportation; the highway, bus, and train are his links to his livelihood.

It is the worker who has the biggest stake in conservation and natural beauty; he does not own a hunting lodge or a country home.

It is the worker who has the biggest stake in rebuilding our decaying cities; he cannot escape to an expensive suburb.

There is scarcely a measure we have proposed which does not affect the working man.

And it is the working man—the reader of your publications—who has the power to turn such ideas into programs.

Most of you realize this, and your leaders realize it. Labor leaders were prime movers behind our Demonstration Cities program.

Some have called this program too small to bother with. What they don't understand is that it represents a whole new departure: It is a chance to renew entire urban communities at one time, instead of trying to do it piece by piece.

If I were a mayor, I would embrace this program, and the Rent Supplement program with it. I would work for them and strengthen them. There has been far too little modern housing built in our cities. There is tragically little public housing available to the needy. We need to get our foot in the door, and fast—to open

that door to the day when private housing provides a decent home for every family in this land.

I think that's what your readers would want and work for too, if they understood the real need and urgency. These are two of the most important programs on the Nation's agenda—and with your help, we will give them life and make them work.

The time has also come to do something about the effects of a working man's job on his health. This problem has been neglected too long. It must be neglected no longer.

Since World War II dozens of new materials and hundreds of new manufacturing processes have been introduced into our factories. And new hazards have come with them.

We do not know the full, long-range impact of these new hazards on the health of our workers.

We do not know enough about what really happens to men and women who handle chemicals, plastics, asbestos, petroleum products, and glass.

We do not know enough about the effects on a worker subjected to extremes of heat, cold, noise, or humidity.

Despite all the research we have done, we do not even know the full effects of radioactivity.

But we do know that the hazards are real. We do know that work-related diseases and other physical and mental disorders are on the rise. That trend must be reversed—and we are moving to reverse it.

Last March, we amended the Federal Coal Mine Safety Act to extend Federal safety precautions to all of the Nation's coal miners.

And we are going to extend Federal health standards to cover, not only coal miners, but all other miners as well. The Metallic and Non-metallic Mine Act, which has passed the House and is now in Senate committee, will protect our men mining copper and uranium, or working in sand and gravel quarries—practically everyone who labors under the earth to earn his livelihood.

I am also directing the Secretary of Health, Education and Welfare to make an intensified study of occupation health. He will report to me at the earliest possible moment on what this Government can do:

- First, to isolate and eliminate the hazards that now exist; and
- Second, to test new products and processes so that precautions can be taken to prevent health hazards before they occur.

We are no longer content in America with achieving only the "greatest good for the greatest number." Today, the measure we apply to our national progress is how much we improve the lot of all, and especially of those who have the least.

What we have done in the past in the service of our conscience is only a prologue to what should now be done in the service of our vision.

I urge you, as influential members of a great segment of American society, to turn your hearts, your minds, and your pens to the enlargement of that vision.

Live a Little Longer

New Health Tests

By Dr. William A. Sawyer
IAMAW Medical Consultant

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FROM TIME TO TIME I have said that if people possessed enough knowledge of the human body and its daily needs, and could muster enough self discipline in selecting their diet, exercise and way of life, they might conceivably find themselves as the years pass, with less disease and more health. Keeping well is largely a matter of taking care of our day-to-day needs, adopting those practices that promote good health and avoiding those that are destructive of well being.

How are we to know when we are doing the right things? By several checks, (1) consulting a good doctor, one who is interested in keeping them well, (2) reading and studying good writing on health maintenance, and (3) belonging to group health center—if there is one. People are responsible for looking after their health, over the long haul. Good health more often is the result of having a program of sensible living, and having occasional checkups.

Of course many people for several reasons prefer to stay away from a doctor until they are really sick. Some doctors prefer that too. Many Machinists say that if they go for a check-up, without symptoms, the doctor looks at them questioningly and says "What's wrong with you? Reading too many health articles? I'd rather see you when something is bothering you."

To be sure we are short of doctors and they are extremely busy taking care of the really sick people. Most doctors do not seem to be interested in the maintenance of health by testing the human machine periodically before symptoms of disease manifest themselves. Nevertheless I feel sure that someday electronic devices which will test the condition of various organ systems of the human body, will reveal whether their way of life, regularity of exercise and balanced diet are being given proper consideration.

What we need is more cooperative health centers where members can obtain periodic tests for measuring their health. As a step in this direction, James Brindle, President of the Health Insurance Plan of Greater New York has just announced a nonprofit centralized laboratory that will operate almost entirely with automated equipment, to serve the members of H.I.P. He says that this laboratory will be able to perform through automation, many procedures with efficiency and speed, so that dependable reports may be transmitted to doctors of their group medical centers for the benefit of their patients.

The laboratory will make determinations by blood chemistry, do cancer detection tests, bacteriological determinations and microscopic examinations of body tissues. Various eminent New York City doctors say this is a step in the right direction and long overdue. It will permit a concentration of equipment and talent that will make possible the immediate application of new developments and discoveries in the field of pathological tests. These tests are primarily to aid in detecting disease.

YOUR WASHINGTON Reporter

By Richard Lloyd

DEVELOPMENTS AFFECTING railroad workers came thick and fast during the past month in the nation's capital. In fact there were so many of them that it would take far too much space to report them all. However, some of the highlights follow:

Railroad Safety

More effective action by the Interstate Commerce Commission to improve safety on the railroads was demanded by the House Committee on Government Operations in a hard-hitting report.

That report was based on an investigation of ICC activities in the field of rail safety by a subcommittee headed by Rep. Jack Brooks (D., Tex.).

The report, backing charges made by rail unions, declared that "month after month, with tragic monotony, between 15 or 20 workers are killed on the nation's railroads."

Also, on the average, 1500 are injured monthly and over 1,000 people are killed annually in grade-crossing accidents, the report said.

"Throughout the ICC," the report said, "there should be a greater sense of urgency over safety and the need for preventing accidents of all kinds. The ICC should put more emphasis on enforcement of railroad safety statutes."

Specifically, the report called upon the ICC to abandon its program of combining duties of safety inspectors and car-service agents. Rail unions charged that this fusion "compromised the effectiveness of both types of work."

The report also urged the hiring of more field inspectors, overhauling of accident reporting procedures, promotion of safety programs, and other measures to enhance safety.

Rail Mergers

A policy of approving railroad mergers in the East, but rejecting them in the West, appears to have been laid down by the Interstate Commerce Commission.

This was how observers interpreted the action of the ICC in "okaying" the consolidation of the New York Central and the Pennsylvania into one giant system, while rejecting a bid to merge the Northern Pacific, Great Northern, the Burlington and two smaller roads.

The Central-Pennsy merger was conditioned on full acceptance of the trail-blazing employe protection agreement previously negotiated by the railway unions with those two roads.

Another condition is that the two merged systems must take over passenger and freight operations of the New Haven, and of the New York, Susquehanna & Western. Various other conditions were also laid down.

The Railway Labor Executives Association hailed the action in denying a merger of the "Northerns." RLEA Executive Secretary Donald Beattie said that in this decision the ICC has "at least embarked on a strong defense of the public interest in rail merger cases." He voiced hope that the ICC would give similar weight to the public interest in future decisions on mergers.

Passenger Service

The Interstate Commerce Commission has called upon the railroads to beef up passenger service. It did so in a decision which, unfortunately, will permit the New Haven to abandon many through passenger trains while continuing commuter service.

The ICC challenged the railroads to stop downgrading passenger service and instead to develop a passenger service system "more comprehensive and better utilized than any the world has yet seen."

"In terms of national need, there is no doubt that such a system will be essential not only to the business and leisure activity of countless Americans, but also to the national defense posture of this country," the ICC said.

It declared the railroads have an obligation to provide both freight

"Like I said, the poor have the Poverty Program, the rich have tax loopholes and we have anti-strike injunctions."

and passenger service and should promote passenger service as strongly as freight service.

Also, the ICC asserted that governments have an obligation to extend support to railroads so they can maintain effective passenger service.

Parcel Post

The Railway Clerks and other rail unions continued a battle against a bill sought by the Post Office Department to enlarge the size-weight limits on packages handled by parcel post.

The measure cleared a House Post Office subcommittee, but President C. L. Dennis of the Railway Clerks made it clear that "this is just the first round in a 10 or 15 round battle."

Rail unions have been fighting the measure on the ground that it would take away so much business from REA Express as to force it into bankruptcy and destroy the jobs of 35,000 employes as well as numerous workers on the railroads which handle express shipments.

Dennis asserted that the bill would be fought every step of the way as it moves through the full Post Office Committee, the House and the Senate, if it gets that far.

> **"Our abundant plains and mountains would yield little if it were not for the applied skill and energy of Americans working together, as fellow citizens bound up in common destiny. The achievement and brotherhood is the crowning objective of our society."**
>
> *Dwight D. Eisenhower*

He said some members of the subcommittee apparently "did not fully understand the harsh implications" of the legislation and he added that "we will triple our efforts to explain to all concerned the unfairness of the provisions of this bill." It's numbered HR 12367 and he urged all railroaders to write their congressmen and senators in opposition to the measure.

Ball-duPont Estate

Hearings wound up before the Senate Banking Committee on three bills calculated to end the exemption from the Bank Holding Company Act of the billion-dollar duPont empire which owns a chain of Florida banks and many other properties, including the strike-bound Florida East Coast railway.

The legislation would compel Edward Ball, monarch of the duPont estate, either to sell off the chain of banks or the estate's non-bank holdings, including the FEC.

Ball was one of the closing witnesses. He and W. L. Thornton, FEC president, charged that the railroad unions were pushing for the legislation in order to "get" the duPont estate.

Sen. A. Willis Robertson (D., Va.), chairman of the committee, immediately challenged that charge. Robertson said his interest in the legislation derives from the fact that its passage was recommended by the Federal Reserve Board.

Rail unions gave strong testimony on the measure earlier and the AFL-CIO followed up with a statement declaring "we vigorously support" the legislation to plug the loophole in the Bank Holding Company Act.

Railroad Retirement and Medicare Tax Rates And Their Effective Dates

MANY EMPLOYES ARE RAISing questions as to the tax rates under the "medicare" program and the effective dates of these taxes.

The newly enacted medicare program established two types of health insurance for persons 65 or over—**hospital insurance** which will provide protection against the costs of hospital and related care, and **medical insurance** which will help to pay doctor bills and other medical services.

The hospital insurance plan is financed through a speical payroll tax which became payable January 1. For railroad employes, this tax is collected together with the regular railroad retirement taxes. The tax rate on employers and employes alike for 1966 is 0.35 percent on earnings up to $550 a month.

The medical insurance plan is voluntary and is financed by monthly premiums from the aged persons who choose the additional coverage and by matching contributions from the Federal Government. The monthly premium for each person who signs up is three dollars, and it will become payable on July 1. For those who are receiving railroad retirement or social security benefits, the premium will be deducted from their checks each month beginning with the month the protection starts. For most others, other ways of paying these premiums are being worked out.

The 1965 legislation resulted in a new schedule of railroad retirement tax rates. Under the old schedule, the rate for calendar year 1965 was 8⅛ percent on monthly earnings up to $450, but starting October 1965, the rate was lowered to 7⅛ percent. Beginning January 1, 1966, the taxable earnings were increased to $550 a month and the rates (with and without medicare taxes) will be shown below:

Year	Employe-employer tax rate (percent)		
	Retirement	Hospital insurance	Total
1966	7.6	0.35	7.95
1967	7.9	.50	8.40
1968	8.15	.50	8.65
1969-72	8.9	.50	9.40
1973-75	9.35	.55	9.90
1976-79	9.35	.60	9.95
1980-86	9.35	.70	10.05
1987 and later	9.35	.80	10.15

An Editorial

By President Jesse Clark

This is the first of a series of articles designed to inform Signalmen how our federal government operates. The more we know about the way it functions, the more we, and other railroaders representing a sizable portion of the people of this land, will be able to make our voices heard.

When Railway Labor's voices have been united the chorus has been very effective in our Nation's Capital. The Railway Labor Act, generally superior to the Taft-Hartley Act which applies to workers in other industries and the separate, national system of Railroad Retirement and Railroad Unemployment Insurance, providing much greater benefits than Social Security, are ample testimony to this fact. But the job is not over. Why? Because, we must protect our gains against those powerful interests which are bent on watering down what we have, or even, destroying it.

Our task is not merely to retain what we have earned. To protect our rights we must constantly monitor the functioning of the Railroad Retirement and Railroad Unemployment Insurance Systems and the operation of the Interstate Commerce Commission, and National Mediation Board, seeking to improve these laws and increase benefits. In addition, all new legislation must be checked carefully for harmful or beneficial effects to railway workers.

There is always a need for improvement. The rising demands of our youth and of disadvantaged Americans of all races and creeds for jobs and economic opportunity cry out for positive responses. We must meet this challenge.

We need jobs at good wages for all who are able and willing to work and a social insurance program which protects young and old alike from financial disaster.

It is our belief that the government of the people should use its powers to help solve the people's problems. With this in mind let us begin our study of our government.

The government of the United States is based on a written Constitution. As amended, legislated upon by the Congress and interpreted by the courts it remains "the law of the land." It is the oldest written constitution in existence. That it has survived so long is a tribute to the wisdom, brevity and clarity of its draftsmen.

The Preamble of the Constitution states that it is "We the people" who have established this document. Each step in the creation and development of our government has been primarily based on the vote of its citizens, through the election of their representatives. The power and the right to control the authority granted to delegates pledged to follow their wishes and instructions rests ultimately in the people. It is this power which characterizes our form of government. The people govern themselves by entrusting the administration of their government to their representatives, whom they choose by secret ballot.

The functioning of this system is accomplished by three branches: The executive (President), the legislative (Congress), and the judicial (courts). We shall consider the executive and the judicial in future articles. This introductory article will concentrate on Congress, the legislative branch of our government.

The Congress of the United States is the legislative section of the national Government and consists of two branches—the Senate and the House of Representatives. Its existence, authority and limitations are provided by the Constitution, Art. 1 which begins as follows:

> **"All legislative powers herein granted shall be vested in a Congress of the United States, which shall consist of a Senate and House of Representatives."**

Each state, by the Constitution, is entitled to two Senators and at least one Representative. All Representatives beyond one are apportioned among the states according to population. At present, there are 100 Senators (50 states, 2 each) and 435 Representatives. The members of the House are elected from congressional districts for two-year terms. Senators are elected by popular vote within a state for six-year terms, one third of their seats being subject to renewal every two years.

This means, in 1966, there will be 435 contests for the House and 34 contests for the Senate.

We the people of the United States, in order to retain a Congress which has given the nation a record of achievement unequalled in our history—medicare, aid to education, voting rights, housing, war on poverty and other job creating programs, find ourselves at a critical political moment. To succeed, the labor movement's greatest political effort is required.

We, the railroaders of America, in order to retain a House which passed a High Speed Ground Transportation Act, and amended the Railroad Retirement Act and to support those Congressmen who aided us in attempting to pass legislation amending the Bank Holding Company Act to regulate the overbearing power of the Florida East Coast Railroad (duPont Estate) must put forward an extraordinary effort in preparation for the contest at the polls this November. There is much at stake and the gain or loss of a few seats will make the difference between the success or failure of our legislative goals.

In 1964, along with President Johnson's landslide victory, labor helped elect 51 new liberals to the House whose votes made the difference between victory and defeat for most key legislation. However, it is unfortunately true that the party in control in the White House almost always loses strength in off year congressional voting. Why? Often it is because working people tend to drop off in voter turn out, in off-years, to a greater extent than other elements of the electorate.

Finally, the extremists of the right-wing have been planning for this campaign ever since their crushing defeat in 1964. These organized fanatics have two main sources of strength—great wealth and blind, rabid dedication. The working man must more than match this dedication but base his dedication on intelligent choice. You have the ability to do this not because you are *on* the right but because you are *in* the right. But being on "the side of the angels" won't win for you. You must discover, know and support your friends. The labor press can help you achieve all three of these, but the source of the most important endeavor—support—ultimately, as with the vote, rests in you. Our pledge, in this series, is to bring the facts before you. Once being informed, we are confident of your choice.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77002

Houston, Tex. 77004. George L. Schmidt, 4417 Fannin
Tel. CA 2-2268

Kansas City, Mo. 64105. Frank X. Mattes, Suite 1420, Commerce Tower, 9th and Main Street
Tel. HA 1-5411 and HA 1-2973

Little Rock, Ark. 72201. Norman R. Jones, 607 Pyramid Bldg.
Tel. AC 501, Franklin 5-7497

Los Angeles, Calif. 90013. Clifton Hildebrand, 408 S. Spring St., Suite 205
Tel. MAdison 9-2214

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, Box 2398,
Carlton House Hotel

St. Louis, Mo. 63101. Frank X. Mattes, 611 Olive St., Suite 1814
Tel. MAine 1-6992

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 N.B.C. Bldg.

Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

Sherman Oaks, Calif. 94103 John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. John C. Frank, 1217 Union National Bldg.
Tel. AMherst 4-0346

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

tion on this program will be supplied to all enrollees before July 1, 1966.

The Travelers Insurance Company will be responsible to the Board for the discharge of the functions entrusted to it in accordance with the same standards established by HEW for all medical insurance intermediaries. The Board will have the same supervisory and enforcing powers with respect to this company as HEW will have for intermediaries acting directly on its behalf. The Board's offices will assist railroad workers and railroad retirement beneficiaries in every way possible in connection with the program entrusted to the Travelers Insurance Company. These offices are also well equipped to give help and advice in connection with any other phase of the medicare program.

The powers delegated to the Board by HEW include, among other things, the authority to collect premiums which nonretired enrollees are required to pay in cash for the voluntary medical insurance coverage. The Board is making special arrangements with interested insurance companies and other organizations to receive from them bulk premium payments on behalf of certain groups of enrollees. Sufficient grace periods have been established so that no person should lose coverage because of the manner in which the bulk premiums will be paid to the Board.

The powers of the Railroad Retirement Board in the area of medicare as authorized by law or delegated by HEW give the Board a major role in the administration of the medicare program. The broadening of the Board's functions in this area will entail no additional costs to the railroad retirement system because the Board will be directly reimbursed for all extra administrative expenses it will incur in connection with its functions relating to part B of the medicare program.

Rail-Highway Crossing Protection in Oklahoma Now Covered by New Rules

NEW RULES AND SPECIFICATIONS FOR THE INstallation, maintenance, inspection and testing of protective devices at railroad-highway grade crossings have been adopted by the Oklahoma Corporation Commission.

The rules were formulated by the Commission in compliance with a state law passed last year directing the action for the preservation of public peace, health and safety. The law also stated that an emergency existed and the Act was "in full force and effect" at that time.

President Jesse Clark pointed out that this is another step in the right direction to provide for public safety. But, he added, other states must also be made to see the need for legislation to protect the public and employes alike where thousands are killed and injured each year.

Coverage under the new rules is divided into seven sections. However, Sections D and E, dealing with specifications for the devices and their installation, care and maintenance, will be of primary interest to signalmen and are reproduced here.

SECTION D

Specifications for Highway Crossing Protective Devices of the Flashing Light and/or Gate Type

1. Unless otherwise authorized by the Commission, signals shall comply with and be located in accordance with AAR Bulletin No. 6 and the following shall be minimum standards:

(A) Lamp units.

(1) Each signal shall have not less than two electric light units, to be mounted horizontally on approximately 2½ foot centers and in such a way as to shine in the direction of approaching traffic. The lamp units shall be equipped with side light openings.

(2) The lights shall be arranged to flash alternately at the rate of not less than 30 nor more than 45 flashes per minute, and each light shall burn approximately the same length of time during the entire operating time of the signal.

(3) Electric light units shall conform to the AAR Signal Section Specifications and lamps shall be operated within 10% of rated voltage or such other percentage as meets manufacturer's recommendations.

(4) The light units shall be hooded and shall be provided with backgrounds of metal or other AAR approved material, approximately 20 inches in diameter, non-reflecting black on both sides. The length of the hood should be at least equal to the diameter of the lens or rounded. Side light openings should be hooded in similar manner.

(B) Signs on flashing light signals.

(1) Each signal shall have a crossbuck sign mounted thereon. Such sign shall be in accordance with AAR signal Section Specifications.

(2) Where two or more tracks are crossed, the current AAR standard reflector type sign, or as approved by this Commission, indicating the number of tracks shall be placed upon each signal.

(C) Bells may be used at the signal where local conditions are such that an audible warning is desirable. Such bells shall conform to AAR Signal Section specifications or the equivalent and operate in conjunction with the flashing lights.

(D) The mast and signal shall be of such contruction and in such color or combination of colors in accordance with AAR Signal Section Specifications.

(E) The foregoing shall not be construed to forbid any company from proposing the use of additional devices in connection with flashing light signals or special arrangement of the units of the said signals where local conditions appear to render advisable a departure from the design herein set forth. All effort should be made to strive for uniformity throughout the entire state, with consideration to be given to nation-wide standards without reducing the minimum protection provided herein.

(F) Gates.

When gates are required, they shall be installed as adjuncts to signals of the flashing light type and shall comply with the

following additional requirements for this type of protective device:

(1) The assembly and location of the gate apparatus shall conform with AAR Bulletin No. 6, Figure 9.

(2) Each gate shall be equipped with an independent operating mechanism, except that a sidewalk gate may be used on the same mechanism as the highway gate.

(3) Gates hereafter shall be installed only at those grade crossings where protection is to be furnished by means thereof for a full period of twenty-four hours each day.

(4) Gate arms shall obstruct traffic in every lane in which vehicular traffic normally approaches the crossing, but shall not extend over the entire roadway. There shall be sufficient clearance beyond the tip of the gate arm to permit a vehicle to leave the crossing while the gate is in the horizontal position and without being required to go off the roadway. Gate arms shall not unreasonably interfere with highway traffic when not indicating the approach of a train.

(5) The gate arms shall be painted in accordance with AAR Signal Section Specifications or as otherwise prescribed by the Commission.

(6) Each gate arm, except sidewalk arm, shall be equipped with red lights arranged to shine along the highway in the direction of approaching traffic and to operate except when the gate is near verticle position. The number, placement, and sequence of operation shall be in accordance with AAR Signal Section Specifications.

(7) Gate arms shall operate uniformly without unreasonable rebound and shall be securely held when in raised position. The mechanism shall be so designed that if the gate arms, while being raised or lowered, strike or foul any object, they will readily stop and on removal of the obstruction, the mechanism should assume the position corresponding with the control apparatus.

(8) So far as practicable, the design of the gate operating mechanism will ensure operating during all weather conditions. When such operating mechanism is out of order, the gate arm shall assume the horizontal position across the highway.

(9) Gate arms shall be so constructed as to yield readily or swing if struck on either side by a highway vehicle while in either the partly lowered or the fully lowered position.

2. Uness otherwise authorized by the Commission, the operation of the flashing signals and gates shall comply with the following:

(A) The circuits shall be so arranged so that the flashing signals operate for not less than 20 seconds before the crossing is entered by a train at a speed in excess of 20 miles per hour, provided that where the distance as measured parallel to the center line of the highway between the governing signal and clearance on the opposite side of the farthest protected track on which trains operate in excess of 20 mph is more than 35 feet, the operation time of 20 seconds shall be increased 1 second for each additional 10 feet or fraction thereof. Signals shall continue to operate until the train has cleared the crossing.

(B) Where train speeds on a main track vary considerably, additional control circuits may be installed with timing devices so arranged that a warning time, adequate for the slower trains, will be automatically adjusted.

(C) Cut-out controls may be required to minimize unnecessary operation of signals when trains make regular operating stops or perform switching operations within the operating circuits. Such controls shall be so designed or train speed restricted as to ensure the signals operating when the train again proceeds towards the crossing. Automatic control to actuate the signals by approaching trains, other than the train that has stopped or is performing switching operations shall take preference over such cut-out features. Means shall be provided to ensure automatic restoring of controls to normal operation.

(D) Circuits for the operation of the gate arms shall be arranged so that the arms start their downward motion in sufficient time after the lights start to operate, so as to reach full horizontal position before any train on a main track reaches the crossing, and remain down until the train has cleared the crossing.

(E) Local conditions may require a longer operating time than prescribed above, though too early an indication by slow trains is undesirable.

(F) Every automatic flashing light signal installation, with or without gates, shall be provided with two sources of electric operating power, consisting of one source of commercial power and battery, or two batteries, or other approved source of power. If two batteries are used, they may be parallel. In any event, the batteries shall be of sufficient capacity to

This photo shows many of those who worked so diligently to formulate and put the new Rail-Highway Crossing Protection rules into effect in Oklahoma. They are: left to right—Seated: Harold Freeman, vice chairman; Ray C. Jones, chairman; Wilburn Cartright, member; of the Oklahoma Corporation Commission. Standing: Harlan Bell, railroad engineer for the Commission; Bob Mills, attorney; Representative Ralph Watkins, representing the Legislature and railroad Brotherhoods; T. Carl Curb, assistant general counsel; Grey W. Satterfield, representing all of the railroads; and William L. Anderson, general counsel for the Oklahoma corporation Commission.

operate the signals for at least 48 hours under normal operation without attention.

(G) Gate mechanisms, relays, instruments, batteries, timing devices, etc., shall be enclosed in locked instrument cases or housing that provide protection from adverse weather conditions and reasonable protection from vandals. Such cases or housing should be kept locked except when tests, inspections or repairs are being made.

(H) The normal functioning of the signals and gates shall not be interfered with in testing or otherwise, without first taking adequate measures for the safety of the traffic which depends on the normal operation of such signals and gates.

(I) These rules shall constitute the minimums for signals, gate operating mechanisms and control circuits. No changes below these minimums, except in case of emergencies, shall be made in existing installations unless and until request is made in writing to this Commission and the Commission has approved the proposed changes in writing. The request shall include details of the proposed changes and the reasons therefor.

3. All material and workmanship shall be first class in every respect and every signal shall be constructed and installed to the satisfaction of the Commission.

4. The Commission reserves the right to make such deviations from these requisites as may appear just and proper under the circumstances, it being understood, however, that effort will be made to strive for uniformity throughout the state, with consideration to be given to any generally accepted nation-wide standards.

SECTION E

Specifications for Inspection, Maintenance, Testing and Repair of Highway Crossing Protective Devices

1. Tests and inspections shall be made in accordance with the rules prescribed by the Commission. Any item not specifically covered by the Commission's rules shall be no less than the minimum requirements of the AAR Signal Specifications and the Interstate Commerce Commission's requirements governing railway signals, apparatus and circuits.

2. Before placing an installation in service, inspection and tests must be made to make certain that the installation has been made in accordance with approved plans, and that all equipment is in good condition and functioning as intended. If practicable, tests should be made under actual train operation.

3. All inspections and tests and any corrective action taken, must be recorded in such records as are maintained in the usual course of business. The Commission reserves the right to inspect such records at any reasonable time and to be present during any testing or inspection. Battery inspections need not be recorded thereon if a battery record card is maintained for each battery.

4. The Commission shall be notified when a new or revised installation is to be placed in service. If a representative of the Commission is not present at the time the installation is placed in service, the Commission shall be notified within ten (10) days after such installation has been properly inspected and placed in service.

5. The following tests and inspections shall be made at least once each calendar month and whenever there is an accident involving a train, car or engine and individuals, vehicles or conveyances, which rely on the crossing signals for protection and report accident tests within 15 days after the end of the calendar month in which tests are made:

(a) Check, where used, AC power supply, fuses, operation of power-off relay and power-off light.

(b) Inspect and test signal operating battery for proper condition. On storage batteries, record readings on battery record card to be kept with batteries. If inspection indicates necessity, check charging rate of operating and track storage batteries simultaneously with power supply voltages and measure overall voltages on batteries with protective inoperative and track circuits unoccupied. If low voltage is indicated, measure voltage of individual cells to determine if any cell is below average voltage. Record results of such tests on battery record card.

(c) Check operation of highway crossing protection.

(d) When interlocking relays are used, observe that both armatures of the interlocking relay are picked up and that interlocking pawls have returned to normal position.

(e) Check operation of annunciators (audible and visible), that indicate approach of trains to watchmen or other employes whose duties require them to operate crossing protection.

(f) Observe that all crossing protection lamps are burning with normal brilliancy, replacing as required if indicated. Check voltage at each lamp terminal with normal power supply, and make any adjustment necessary to maintain voltages coming within the range of minimums and maximums specified for the particular lamps being used.

(g) Observe operation of any railway maintained auxiliary devices.

(h) Check visibility of signals and condition of signs.

(i) Check electric gates to see that they start to assume the horizontal position no less than 3 seconds after the flashing light signals start to operate.

(j) Check electric gates to see that they assume the horizontal position 10 to 15 seconds after starting down.

(k) Check electric gates to see that they fully raise in not more than 12 seconds.

6. The following tests and inspections shall be made each three calendar months.

(a) Check bond wires, track connections and insulated joints in track circuits in non-block signal territory that may affect the crossing signals.

(b) Where switch circuit controllers are in service to cut out operation of crossing protection, check each circuit controller to see it operates as intended.

(c) Check gas and vacuum type lightning arresters. (In addition, check all lightning arresters at the first routine inspection after an electrical storm.)

7. The following tests and inspections shall be made at least once every two years.

(a) Test operating value of all relays, recording results on form provided for that purpose.

(b) Check from point of control, track circuits in every track in both directions.

(c) Check gate arm torque adjustment in accordance with manufacturer's instructions, to insure that gate arms are free from friction or other interference that might prevent them from functioning as intended.

(d) Check operating characteristics of all parts and mechanisms not specifically covered by any other rule contained herein.

8. Insulation resistance tests shall be made in accordance with ICC requirements.

9. The method of all tests shall be such as will indicate whether or not the protective devices are in good working order and functioning as intended. If the devices operate improperly or fail to operate, notice shall be given as soon as practicable by the railway employe discovering such improper operation or failure, so that advice promptly reaches the department having charge of the operation and repair of such highway crossing protective devices. As soon as practicable after the receipt of such notice, the company shall take all reasonable precautions to protect such crossing until the device has been repaired. Such protection may be provided by train order or flagman if circumstances require.

10. Testing, inspecting and repair work shall not be undertaken unless proper action has been taken to provide protection for highway traffic while such work is being performed. Such work will be performed in such a manner that it will cause the least possible delay and/or confusion to highway traffic.

11. In case a protective device is functioning improperly or not at all, or is damaged by accident, windstorm, etc., it shall be the responsibility of the company to make proper repairs without undue or excessive delay and to provide sufficient protection for highway traffic.

12. In case rails are changed out in a track section, which might affect the operation of signal devices, reasonable protection by train order or flagman shall be provided until the signal devices are tested to see that the same are operating properly.

news from Canada

Free Collective Bargaining vs. Compulsory Arbitration

Compulsory arbitration and labour courts have not provided and are not likely ever to provide a meaningful solution to industrial disputes, Claude Jodoin, president of the 1,286,000-member Canadian Labour Congress, said recently. He was commenting on remarks made by Labour Minister J. R. Nicholson during a discussion of the Labour Department estimates in Parliament on May 27.

The Minister is reported as having suggested that "the answer (to industrial unrest) may lie in that direction because, while they have had divided success, on the whole they have been successful."

Mr. Jodoin said that there was no evidence available which would indicate that compulsory arbitration or labour courts had resulted in a lessening of industrial conflict or had resolved any labour-management disputes. "On the contrary, the experience of labour courts in both Australia and Britain has been such as to suggest that the free collective bargaining process is much more likely to produce a meaningful settlement of such disputes."

The amount of time lost in Australia, for example, due to disputes increased following the establishment of labour courts.

"A more fruitful subject for consideration by the Minister and his Department, which is reported to have had the matter 'under serious study for several years', would be the cause of existing dissatisfaction with the collective bargaining and conciliation processes", Mr. Jodoin said. "In the case of current railway negotiations, the extreme delay in the appointment of conciliation board chairmen is not likely to make the workers involved feel that the federal government is concerned about the possibility of strike action.

"The Minister of Labour and other members of the government must be aware that no labour court, or the imposition of compulsory arbitration, has ever turned a wheel, moved a production line or dug ore from the earth. Men and women who are able to negotiate their conditions of employment under a free collective bargaining process are a hallmark of a democratic society and differentiate Canadian society from totalitarian regimes in other parts of the world.

"The Canadian Labour Congress deplores the need for men and women to be forced to withdraw their labour in order to establish for themselves fair wages and working conditions and a decent return for their labours. No trade unionist that I know has ever enjoyed undertaking strike action", the CLC president said. "Yet, if trade unionists are to maintain their integrity and to share in the growing prosperity of Canada, they must be allowed to withdraw their labour without threat of government intervention."

New Agency Backed to Meet Transportation Needs

DURING APRIL WE REported that Bills S. 3010 and H.R. 13200 had been submitted to Congress by the President to establish a "Department of Transportation" in the Cabinet of the Federal Government.

Rail Labor's support of the President's proposal for a Department of Transportation was repeated recently by Chairman G. E. Leighty of the Railway Labor Executives' Association before the Senate Government Operations Committee. He had previously testified before a similar House committee.

As he did before the House group, Leighty pressed for a number of amendments to Senate Bill 3010, creating the new department. These are designed to strengthen safety measures on the rails, to give the public a voice with regard to passenger service and mergers of railroads, and clarify the financial and traffic picture of the railroads.

Further, he called for a moratorium to halt the headlong discontinuance of passenger trains and merger cases pending before the Interstate Commerce Commission.

"The creation of a Department of Transportation at the Cabinet level," he said, "seems to us the best way to achieve the vital goal of helping the transportation industry serve the American people as they should be served. This goal requires a coordinated government policy—on regulation, on expenditures and also, on a matter very close to our hearts, the issue of safety."

Leighty cited the grim toll of 2,300 lives lost last year, injuries running over 27,000 a year, and an economic cost exceeding $300 million a year from railroad accidents.

Endorsing the bill's provision for a National Transportation Safety Board in the Department, he said all railroad safety functions should be transferred to it from the ICC, separated from the car service functions with which they are now combined, and placed under a rail safety division of the Board.

Leighty criticized the present ICC setup combining car service and safety. He said "both suffer under that arrangement.

"Now is the opportunity to get back on the track by uniting all segments of transportation in an overall safety program," he declared. "Let safety be the prime purpose, and let the new department accept the responsibility therefore.

"Improvement in the car service functions of the ICC is necessary, but we should not jeopardize the safety provisions of the bill by perpetuating the obvious mistake of combining that which does not fit together."

He further cited a finding of the House committee that the combination of safety and car service functions of the ICC had been a failure and should be abandoned.

Provisions should also be made for measures to curb grade crossing accidents and their horrible toll, he said. Leighty stressed that "the use of highway funds for grade crossing protection should not be considered as subsidies, but for what they are—an essential part of the overall automotive safety factor."

In addition, Leighty again strongly urged that the new department and the safety board be granted authority "to have a voice in maintenance of tracks, bridges and other facilities which are essential to safe operation of the railroads."

"As it now stands," he pointed out, "the ICC has no authority to review the operating rules of the railroads, or to prescribe reasonable rules and regulations to assure the safety of passengers, employes and property."

Senate bill 1476, introduced by Sen. McGee (D., Wyo.), which would clothe the ICC with general safety authority, should be joined to S. 3010, Leighty urged. Also, "more realistic and adequate penalties" for violating Federal safety laws should be provided, he said.

Leighty also cited the wholesale slaughter of passenger service under the Transportation Act of 1958 as he called for a moratorium on passenger train abandonments of at least 18 months. He gave this picture:

"At present the government's left hand — represented by train abandonments approved by the ICC and the Post Office Department's yanking away of mail service contracts—has been encouraging the railroads to go out of passenger service. Meantime, the government's right hand—represented by the new mass transit and high speed ground transportation program—has been trying to improve and extend railroad passenger service."

Emphasizing the need for development of a coordinated policy in this area, he endorsed a proposal by Sen. Magnuson (D., Wash.) for an office of Passenger Transportation in the new department which would among other things, represent the "public interest" in passenger train abandonment cases before the ICC.

Also, it would make recommendations to Congress on whatever changes in mail transportation, regulatory laws and tax procedures might be needed to preserve and promote passenger transportation.

Leighty stressed that the Secretary of Transportation or an assistant should be authorized and directed to consult with the Post Office Department on the matter of train discontinuances.

"It is the Post Office Department, more than any other private or public agency, which in recent years has contributed to the wholesale abandonment of rail passenger service in this country," he declared.

"That department has formulated and effectuated policies which have resulted in the removal from the railroads of mail revenues which traditionally have helped sustain a passenger operation. This mail has been removed without any tangible evidence of an increase in the efficiency of mail transportation."

Strong endorsement was also given another Magnuson proposal for an Office of Transportation Mergers. The lack of a public voice before the ICC in merger cases has led to "an incredible situation since the railroad merger epidemic began in 1957."

Pending the establishment of such a public representative, merger cases pending before the ICC

should also be suspended for at least 18 months, he said.

The AFL-CIO also entered the picture and urged Congress to create the new department to unify government agencies that now "often move in conflicting directions," *The AFL-CIO News* reported.

Creation of the Cabinet-level department is "very important legislation," AFL-CIO Legislative Director Andrew J. Biemiller told the House Government Operations subcommittee. He later presented testimony before the Senate Government Operations Committee.

The new department will be "a significant step toward making available to our transportation systems the full benefits of modern science and technology," he said, adding that the department would have an important role in transportation safety and "special responsibility" for improving and rebuilding America's transportation system.

Biemiller qualified support by proposing 14 changes which, he said, would make the department an "effective instrument to advance and develop badly needed coordination and strengthening of our transportation systems."

The new department's responsibility in the House bill introduced by Rep. Chet Holifield (D., Calif.), would be the full field of the government's transportation activities, including rail, maritime, air, road and urban and interurban transportation. Its function would be to coordinate transportation programs, improve safety, encourage new technology for high quality, low cost transportation, and undertake research in new methods.

A resolution adopted at the AFL-CIO 1965 convention urged creation of just such a Cabinet-level department to administer national transportation policy.

Biemiller singled out for comment an AFL-CIO proposal which would provide for an office to represent the public in the complex railroad merger, train discontinuance and line abandonment proceedings before the ICC.

It is "truly incredible," he declared, that the public has no voice in ICC proceedings and that the commission must rely upon the "untested self-serving claims" of railroad applicants in cases involving the future welfare of vast segments of our economy.

Finishing Touches Put to High-Speed Rail Project

THE CONTRACT WAS signed, equipment ordered and the date set recently for beginning higher speed passenger operations on the Pennsylvania between Washington, D. C. and New York City under a "demonstration project" sponsored by the Department of Commerce.

The Demonstration over a two-year period beginning in October, next year, is "designed to evaluate the role that rail passenger transportation can play in the future in the heavily-populated corridors that are emerging in all sections of the country," Commerce Secretary John T. Connor said. It is authorized by the High-Speed Ground Transportation Research and Development Act which resulted from a far-sighted proposal initiated several years ago by Sen. Claiborne Pell (D., R. I.).

The federal government is putting up $9.6 million of the cost. The "Pennsy," in addition to upgrading facilities is acquiring 50 new electric-powered coaches designed for speeds up to 150 miles an hour with ultra-modern comfort and conveniences. The cars, costing $20 million, were ordered from the Budd Co., which will soon complete four test cars under a contract previously awarded by the Commerce Department.

The new cars will be operated as 30 trains in addition to 66 regular trains, thus providing half-hourly service between New York City and Philadelphia and hourly service between New York City and Washington from early morning to late at night.

With a top speed of 110 miles an hour, the 226-mile Washington-New York run will be reduced to three hours from present schedules ranging between three hours and 35 minutes and four hours.

Schedules will be varied for test purposes and a number of different plans of food and beverage service will be tried. Also, tests will be made of different levels of fares which in the beginning will be less than present one-way fare of slightly over $10.

The contract specifies, among other things, protective conditions for employes whose jobs may be adversely affected by the project. Other requirements include the following:

- Upgrading of facilities so as to provide for safe, comfortable and reliable operation of demonstration trains on three-hour schedules, with at least four intermediate stops.

This includes laying welded rails; raising surfacing, realigning and gauging of track; tie renewal; new catenary wire; **revision of signal system;** rebuilding or alteration of bridges; alteration and additions to public crossing protection; construction of righ-level platforms at Washington, Baltimore and Wilmington passenger stations.

- Maintain the track during the two-year period in accordance with specified standards.
- Clean the interior of coaches at terminals and en route in accordance with agreed standards.
- Provide reservation, ticket sales and information services to meet agreed standards.
- Improve atmosphere and decor of stations, and encourage employes to promote a highly favorable "public image."
- Provide one coach attendant for each two cars to assist in baggage handling, meal service and to keep cars clean en route.
- Carry on an intensive promotional and advertising campaign.

The contract also provides for establishing new suburban stations with parking accommodations where the railroad intersects super-highways or beltways around the larger cities. Such stations would be built by the Commerce Department in cooperation with local communities, and would be manned by the railroad.

What Railroad Employes Should Know About Their RRB Forms BA-6

DURING THE MONTH OF May, 860,000 Forms BA-6 were distributed to employes who worked in the railroad industry in 1965. These forms give employes a record of their creditable railroad service and compensation in 1965 and also a report of how much service and compensation they have acquired after 1936.

Employes are urged to keep their Form BA-6 in a place where it will be available when needed. The form serves a number of purposes. For example, if the form is submitted by an employe with his first sickness claim in benefit year 1966-67, the Board will use it to determine whether he is qualified for benefits and what his daily benefit rate will be. This will speed up the payment of these benefits.

More detailed information about the Forms BA-6 is presented in the following questions and answers.

What information is shown on a Form BA-6?

Actually, the Form BA-6 has two parts, each of which is a certificate of creditable service and earnings.

One certificate gives the employe a record of his retirement credits for 1965 and of his total retirement credits for the period 1937-65. An employe is credited with a month of service for each calendar month in which he had compensated service or for which he received vacation pay or pay for time lost from an employer covered by the Railroad Retirement Act, regardless of the duration of service or amount of compensation. For 1965, his creditable compensation under the retirement law includes his railroad earnings up to a maximum of $450 a month. For the period 1937-65, his creditable railroad compensation for retirement purposes includes his railroad earnings up to a maximum of $300 a month through June 1954, $350 a month from July 1954 through May 1959, $400 a month from June 1959 through October 1963, and $450 a month from November 1963 through December 1965.

Credits for railroad service before 1937 and for military service are not shown on the Form BA-6. These credits are, however, included in determining eligibility for retirement and survivor benefits and for extended or accelerated unemployment benefits.

The other certificate gives an employe a record of his credits under the Railroad Unemployment Insurance Act in 1965. His creditable compensation under the unemployment insurance law includes his earnings up to $400 a month. This portion of the certificate is especially designed to give information on eligibility for unemployment and sickness benefits in the benefit year beginning July 1, 1966. An important feature of this part of the Form BA-6 is that its enclosure with an application for sickness benefits will speed up the adjudication of these benefits by the Board.

Who will receive a Form BA-6?

Every person who earned at least $750 in creditable compensation under the Railroad Unemployment Insurance Act in 1965 or who worked in the railroad industry in all 12 months of that year will receive a Form BA-6.

How will the forms be distributed?

The Railroad Retirement Board will send each employe's certificate to his last railroad employer in 1965. The employers will, in turn, distribute the forms to both former and present employes. Most employes will have received their 1965 forms before the middle of May, and employers are expected to complete the distribution of forms by June 1.

What should I do if I do not receive a Form BA-6, though I am entitled to one?

If you do not receive your Form BA-6 by June 1, write to the Director of Wage and Service Records, U.S. Railroad Retirement Board, 844 Rush Street, Chicago, Ill. 60611. Be sure to give your social security account number when writing to the Board.

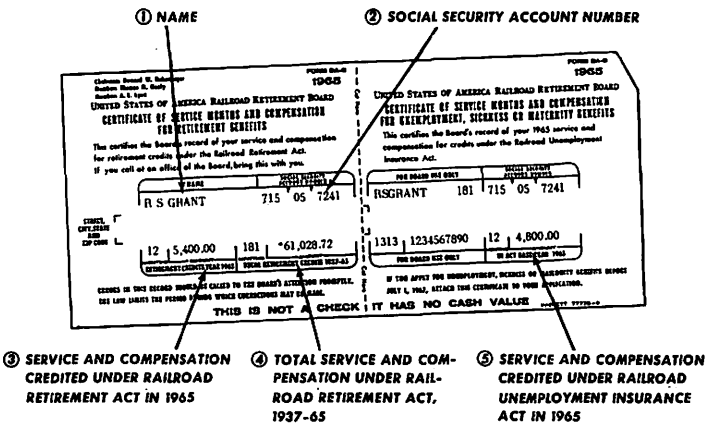
What should I do with my Form BA-6?

Each employe should examine both certificates on his Form BA-6 to make sure that the information they contain agrees with his own records. The illustration indicates what items should be checked. It should be noted that the employe's full name is not shown. Provision is made for only the first 10 letters of the employe's last name, plus 2 initials, to be shown on the retirement certificate.

If there is an error in the information shown on my Form BA-6, how can I get it corrected?

If an employe finds that his name or social security account number is not shown correctly, he should report the error to his employer. If an employe wishes to protest the number of service months or the amount of compensation shown on his Form BA-6, he should file a protest with the Railroad Retirement Board. Forms for making the protest can be obtained from a railroad labor organization, a railroad employer, or a Board office. Protest forms should be filed promptly because the time limit allowed to correct these records is limited by law.

WHAT EMPLOYEES SHOULD CHECK ON FORM BA-6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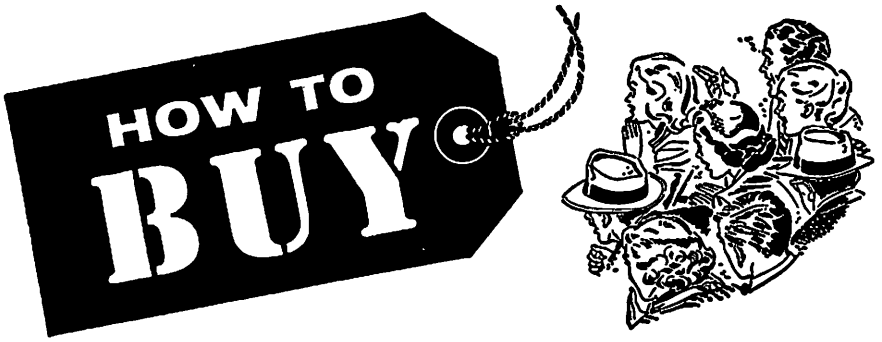
③ SERVICE AND COMPENSATION CREDITED UNDER RAILROAD RETIREMENT ACT IN 1965
④ TOTAL SERVICE AND COMPENSATION UNDER RAILROAD RETIREMENT ACT, 1937-65
⑤ SERVICE AND COMPENSATION CREDITED UNDER RAILROAD UNEMPLOYMENT INSURANCE ACT IN 1965



By SIDNEY MARGOLIUS, for The Signalman's Journal

Average Worker Can't Buy Average Home But FHA Again Hikes Rates

THE SECOND MORTGAGE rate increase by FHA and V.A. in three months is a further blow to working families hoping to buy homes.

In two steps (one-fourth of one percent at a time), the FHA and V.A. rates have been boosted to five and ¾ percent. With the additional "insurance" fee of one-half of one percent, to guarantee the lender against loss, the full FHA rate now is 6¼ percent. The latest increase brings the rate back to the level it had reached under the Eisenhower Administration in 1959-60, which was the highest in history.

The FHA's explanation is that mortgage lenders have been refusing to put out money for FHA mortgages at the old rates. In other words, the lenders went on a strike for more interest. They won quickly and easily. The Government housing officials folded up like a toy balloon without trying any of the other possibilities for holding down rates.

Effect of Rate Hikes

The immediate effect of the rate hikes is to price another segment of American families out of the housing market, and to force those still able to buy, to pay an additional $5 a month in interest on a typical $16,000 FHA mortgage, or a total of $1800 in additional interest over the typical 30-year mortgage term.

A 6¼ percent charge for a mortgage raises the total interest cost to a startling level. To pay back a $16,000 mortgage over 30 years, costs $100.07 a month, or a total of $36,000. You pay $20,000 just in interest. And if you try to make the monthly payments a little less burdensome by stretching out the repayment period to 35 years, you'll pay back $40,000—a total of $24,000 in interest fees on a $16,000 mortgage.

The continuing rise in the prices of houses themselves further pyramids the cost, and is causing a real housing crisis for many moderate-income families. The typical FHA house last year carried a price tag of over $18,000. With the jump in construction costs this year of approximately five percent, this house now costs close to $19,000.

In comparison, the average industrial wage of about $111 a week provides an annual income of just $5800. If you use the normal yardstick, that a family usually can afford a house costing about 2½ times its annual income, this means the average working family can afford a house costing about $14,500.

Another rule of thumb for calculating how much house a family can afford, is its monthly income in comparison to monthly housing expense. Total expense should not exceed one-fourth of after-tax income. But the average family can't get into the new home through that door either. Even if a family can make a $3000 downpayment on the typical $19,000 home, it will need $100 a month for the mortgage payment. Then you have to estimate four to five percent of the cost of the house annually, for taxes, insurance and maintenance. On a $19,000 house this is about $855 a year, or an additional $70 a month, not even including heating.

Thus, a family needs a monthly income after taxes of at least $680 to carry a $19,000 house.

Obviously, the Administration has accomplished little by trying to wet the saliva of mortgage lenders with higher interest when the average person, whom the FHA was supposed to help, can't afford the average house.

Actually in some parts of the country you can do better today with a conventional non-FHA mortgage, although you may have to put up a larger downpayment. On existing homes in good neighborhoods, the current rate is about 6 percent in a little over half the nation, 6¼ in about 15 percent of the country, and 5 and ¾ in about 10 percent, the National Association of Real Estate Boards reports. In a number of states the mortgage interest rate can't go over 6 percent because of state anti-usury laws.

Among other alternatives to raising the rate, FHA could have considered reducing the insurance premium of one-half of 1 percent, at least for the time being. It already has accumulated an insurance backlog of well over a billion dollars. V.A. also could use more liberally its power to make direct loans to veterans, when loans are not available locally from the usual lenders.

Nor is there much relief available if you want to rent a place to live instead of buying. Most of the new high-rise buildings are designed for occupancy by higher-income families, real estate dealers report. Very few cater to families with young children. These are often compelled either to buy a house or rent one of the larger old houses in what often is a deteriorating neighborhood.

What Can You Do?

What can the average family do to protect itself?

—If you do have to undertake a mortgage now, make sure you get a reasonable right to prepay with little or no penalty (an extra fee), if and when rates subsequently come down or you accumulate some extra cash. Some lenders permit prepayment after one year with no penalty charge. On G.I. mortgages there is no penalty. Other lenders may permit prepayment up to 10 percent in one year without penalty. FHA permits prepayment of up to 15 percent at any time without penalty.

—Cut down on other installment buying to save those big finance charges (usually two or three times the mortgage rate percentage), and

to help free credit. The pathetic fact about the Federal Reserve Board's tight money policy, which has forced up interest rates all around, is that it has not restrained installment buying significantly. It simply has forced installment buyers to pay higher finance charges. Current installment buying and borrowing is running 7 percent ahead of a year ago, according to the Index of Credit Reporting of the Associated Credit Bureaus.

Cooper Elected as GRS Vice President

J. K. Records, president of General Railway Signal Company, a unit of General Signal Corporation, recently announced the election of James P. Cooper as vice president, manufacturing. In this position, Cooper will be responsible for the overall manufacturing function at GRS and will report to the president's office.

Cooper

Cooper joined GRS in 1943 as general manufacturing foreman. He was appointed assistant superintendent in January 1953, superintendent in February 1954, general superintendent in September 1954, and manager of manufacturing operations in April, 1961.

Previous to joining GRS, Cooper completed an apprenticeship at Frigidaire Division of General Motors. He later did process and tool engineering work for various firms, including Emerson Electric, Goodyear Aircraft, and Singer Manufacturing.

Cooper is a member of the Rochester Chamber of Commerce and the American Society of Tool Engineers. He is chairman of the Rochester Industrial Management Council's Superintendents' and Production Managers' Steering Committee.

WABCO Announces Personnel Changes

Westinghouse Air Brake Company (WABCO) Union Switch & Signal Division announces the realignment of District Offices to a Regional basis to suit changing market conditions and to provide better service to customers with the following appointments.

W. R. Fisher, Manager—Eastern Region located at New York from previous position as District Manager—Uniswitch Corp., Montreal.

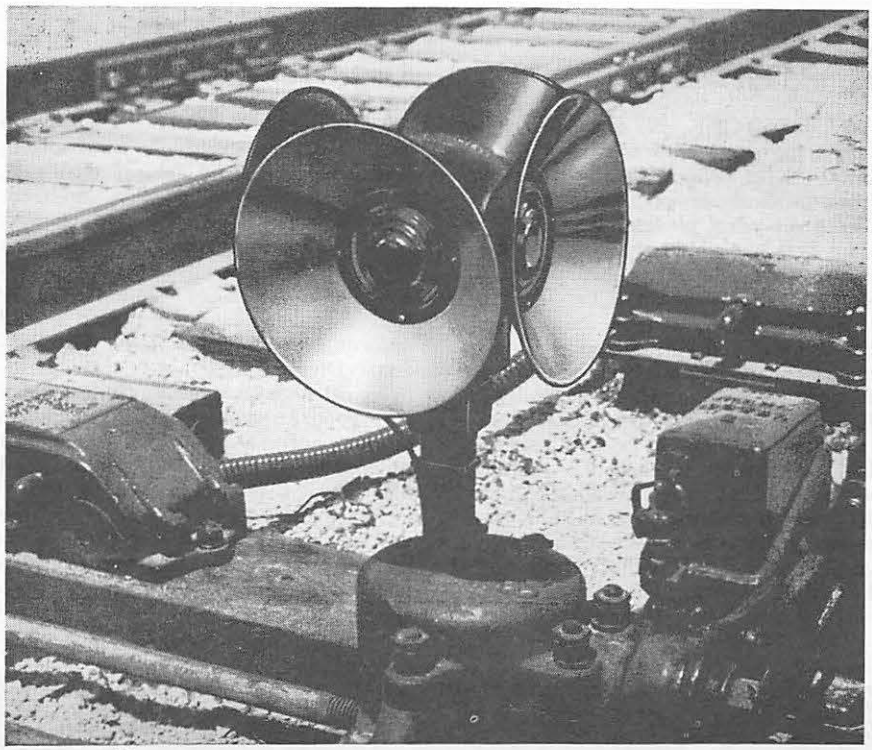
A. F. O'Rourke, Manager—Canadian Region — Uniswitch Corp., located in Montreal, from previous position as Sales Engineer—Uniswitch Corp.,—Montreal.

R. H. Tomlinson, Manager—Eastern Region Rapid Transit, located at New York from previous position as Assistant District Manager—New York.

S. J. Colcombe, Manager—Central Region located at Pittsburgh (Swissvale) from previous position as District Manager—Pittsburgh.

L. P. Tracy, Manager—Western Region located at Chicago from previous position as District Manager—Chicago.

I. F. Cadman, Manager—Pacific Region located at San Francisco from previous position as District Manager—San Francisco.



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LOCAL LODGE NEWS

By, for and about B. of R. S. members

Canadian Pacific

WOODSTOCK, N. B. (184). Our members met recently to honor Brother Frank "Krip" Nason on his retirement from railroad service. Krip had completed 40 years of service and at the time of his retirement was maintainer at McAdam, N. B. He had previously worked as gang foreman for 15 years.

Brother Nason will be long remembered for his devotion and service to our Local and our Brotherhood. He has served our members faithfully as Local Chairman for the past 18 years.

Our newly elected Local Chairman, Harry Maynard—brother-in-law to Krip—presented him with a well filled wallet and to brighten the evening, presented a bouquet to Mrs. Nason while conveying the best wishes of all for a healthful, long and happy retirement.

HARRY MAYNARD

Santa Fe

MCPHERSON, KANS. (33). Our recent meeting was held at Newton, Kans. on May 7. All local chairmen, Chief Signalman C. Roberts and General Chairman W. H. Lewis were present. This meeting ran like clockwork and was quite a contrast to the previous meeting held at Emporia. There were 37 members present with a 100 percent representation of the Ex-Oklahoma Division Maintainers. Our members will note that these people have a very good attendance record. Members on some of the other divisions would do well to copy their habits and attend meetings.

The main topic of discussion for the day was the voting of perpetual seniority on each of the old seniority districts. The motion was soundly defeated.

The entire group of attending members and their families were guests of Gov. Payne Ratner for lunch at the Elks Club. After the luncheon Gov. Ratner gave a short but very informative speech on some of the rights and benefits of employes covered by the Federal Employes Liability Act.

We offer our thanks to Gov. Ratner who took time from his regular order of business to present this material.

Brother Bill Austin is in the St. Joseph Hospital in Wichita recovering from a heart ailment. At the last report he was feeling much better. It was also reported that Brother Art Sehe was in the Eldorado, Kansas Hospital with ulcer trouble. The Local sends their regards to these men and wish them a speedy recovery.

Officers will be nominated at our next meeting. You are all urged to attend and support the men of your choice as candidates to represent you in the future.

The next meeting will be held in Ponca City on July 9. MAX E. CRAFT

Brother Frank Nason, left, and Mrs. Nason are shown as they received gifts presented by Brother Harry Maynard, right. The presentation was made at a meeting held to commemorate Brother Nason's retirement.

Great Northern

WHITEFISH, MONT. (154). A joint meeting of members from our Eastern and Central seniority districts was held at Williston, N. Dak. on April 16. Those who attended were: Local Chairman & Chief Signalman Bob Richardson, Minot, N. Dak.; Local Chairman, Adrian Buckland, Whitefish, Mont.; W. R. Ottoson, Williston, N. Dak.; Dennis Kent, Tioga, N. Dak.; Fred Hamilton, Bainville, Mont.; Earl Bertelson, Williston, N. Dak.; Gordon Stewart, Poplar, Mont.; Milton Forbes, Frazer, Mont.; Joe Falcon, Culbertson, Mont.; E. L. McConn, Stanley, N. Dak.; W. M. Thomas, Minot, N. Dak.

A lively discussion was held on many issues, and all present were in general agreement regarding wages, seniority, and minor problems. All agreed that two Delegates from our Local should be sent to the Brotherhood's Convention, but the matter of financing was left open. Some favored assessment, others favored a donation.

General Chairman Lyle Gee has an-

nounced that he will be retiring June 1. Chief Signalman, Bob Richardson will take over the position of general chairman.

A joint meeting between Central and Western seniority districts will be held in Spokane on May 14, while Brother Richardson is in Spokane to receive Union files. Local Chairmen Charles Cruickshank and Adrian Buckland will conduct the meeting. It is hoped that we have some information of real interest to pass on to the members.

We have not received any real news from our members this month. We respectfully request that all of you please pass on news to me as you hear it, so that we can prepare a comprehensive article for the Journal each month. Article must be in Chicago by the 10th.

ADRIAN BUCKLAND

Missouri Pacific

SEDALIA, MO. (72). Our regular meeting was held at the Pickwick Hotel in Kansas City, Mo., on April 23. The meeting was called to order by Chief Signalman C. W. Fleming and was opened with prayer.

Minutes of the previous meetings were read and approved.

A motion was made and carried that this meeting concur with the Little Rock, Ark., meeting on the election of the General Chairman. The motion provided that the election be held as in the past.

The General Chairman reported on claims and grievances and after a lengthy discussion the meeting adjourned.

There were 13 members and two officers present. G. W. HOLMES

Baltimore & Ohio

DAYTON, OHIO (94). Our second quarterly meeting was held April 16 in the City Hall at Deshler, Ohio. There were 15 officers and members present. The minutes of the previous meeting were read and approved. Applications for 14 new members were voted upon and accepted.

Brother Arthur Brixner is recovering from injuries sustained in an auto accident, and expects to return to work soon. Retired signal supervisor, Don Porterfield, is recuperating at home following minor surgery.

Our Local approved a voluntary contribution to COPE. The financial secretary's report was read and approved.

Grievances covering bidding on lower classification jobs, who is to maintain and repair scanners, and work being done by supervision without knowledge ti maintainers led to lengthy discussion.

General Chairman H. C. Guscott explained that under Travelers Insurance

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by Sidney Margolius
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CONSOLIDATION LOANS PROMOTED BY LOAN COMPANIES FOR OVER-INDEBTED FAMILIES WILL ADD TO YOUR DEBTS. THESE CONSOLIDATION LOANS USUALLY INVOLVE INTEREST RATES 2 TO 3 PER CENT A MONTH. THESE ARE TRUE RATES OF 24 TO 36 PER CENT A YEAR!
INTEREST CHARGES
CONSOLIDATION LOAN
BEST WAY TO HANDLE AN OVERLOAD OF DEBTS IS TO CONTACT CREDITORS WITH A NEW PLAN OF REDUCED MONTHLY PAYMENTS, OR ARRANGE FOR A LOW-CONSOLIDATION LOAN FROM YOUR CREDIT UNION OR BANK.
BILL
BILL
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S CLOTHING INSIST ON THE LABEL AT THE RIGHT. YOUR GUIDE TO JEWELRY PRODUCTS IS SHOWN AT THE LEFT.
ILGWU
UNION MADE

a new plan of coordination of benefits provision had been adpoted. Employes who are covered by more than one health insurance policy will no longer receive duplicate payments under each policy. This would be applicable to members whose spouses are working elsewhere and covered under a similar program. These changes will become effective July 1. Guscott also discussed phases of bonding done by signalmen, preparations for our next agreement, and other subjects of interest to our Local membership.

Our next meeting will be held at the Pick-Fort Hayes in Columbus, Ohio, on July 16. All members are urgently requested to attend.

G. F. HAMMOND

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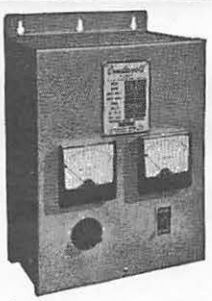

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Atlantic Coast Line

SAVANNAH, GA. (84) Our regular meeting held in Manchester, Ga., on March 12 was called to order by Brother W. C. Evans, in the absence of our Chief Signalman C. H. Wellons. Brother Evans was then elected Chief Pro Tem. Brothers G. G. Gross and J. W. Pinckney served as Chaplain and Inside Semaphore.

Minutes of the previous meeting were read and approved.

Brothers G. L. Strickland and W. R. Lynch were given the oath of obligation.

Brother Zettler reported that the Grievance Committee's typewriter which he was using was past repairing, and he was very much in need of a good used or a new typewriter to take care of the correspondence of his office. After some discussion a motion was made and passed authorizing Brother G. L. Strickland to purchase a typewriter for the General Chairman to be paid for out of Local funds.

Several of our members are off work because of illness or injury. They are: Brothers J. R. Cleland, Ralph B. Daniell, and C. V. Murphy. Our best wishes are extended to these Brothers.

Let's all make a special effort to attend all Local meetings.

A. T. CROOM

P.R.R.—P.R.S.L.

CHERRY HILL, N. J. (58). Our regular meeting was held at Hammonton, N. J. on Wednesday, April 13.

Local Chairman J. L. Nack was not present because of illness. We wish him a speedy recovery and hope he will be present at our next meeting.

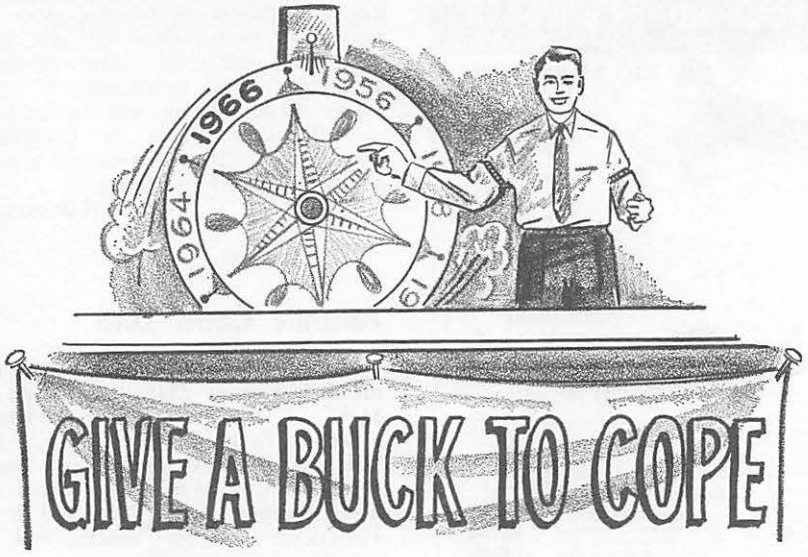
A new Recording Secretary was elected to fill the unexpired term of Brother Nack, who moved up to Local Chairman. R. W. Schwartz was elected.

On the night of our meeting it rained. Could this be the reason why there was such a poor attendance? We will never know your grievances and thoughts regarding Local affairs unless you air them here.

We can't stress strong enough that you must pay your dues on time. Secretary Gilbert's job is tough enough. Everyone realizes that he must pay his dues, so why not get them in on time.

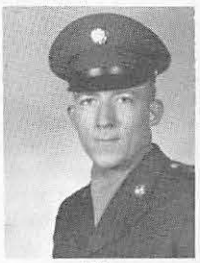
Thanks to those few men that attended the meeting.

R. W. SCHWARTZ



Reading

PHILADELPHIA, PA. (53). Brother Ed Ellis, Jr. is now a member of the U.S. Armed Forces in Viet Nam. Ed began his career in signaling during October, 1960 and entered service in March, 1964. He was assigned overseas during August 1965.


Ellis

Brother Ellis is classified as Radio Relay Repairman. We are sure he would like to hear from his friends. His address is: SP/4 Edward A. Ellis, Jr., RA 13816903, VHF Team Hq. Bty. 32 Arty., A.P.O. 96307, San Francisco, Calif. CRIS FINK

Rock Island

HUTCHINSON, KANS. (78). Our regular meeting held at the Labor Temple in Hutchinson, Kansas on May 7 was conducted by Chief Signalman C. M. Rigg. Those present were A. E. Ketterman, G. G. Ruhl, A. A. Curtis, C. D. Gutshall, A. L. Martin, K. C. Kraus, C. M. Rigg, V. K. Bevan, R. I. Kerbs, L. E. Case, and Transferees from Local 17, W. J. Vossen, H. L. Miller and A. M. Smith.

Of the members transferred from Local 17 to Local 78 on this recent change of Supervisors' territories, we say, on behalf of the entire brotherhood, that they are most welcome.

R. J. Fuller, signal foreman, was a visitor at this meeting.

There was considerable discussion at this meeting on varied subjects but only one formal motion made and voted on. It was proposed and passed that our next regular meeting be held at Herington, Kansas on August 6, on the arrival time of train No. 40. This is to be our triennial election meeting and we request that our members turn out in force.

Brother A. L. Martin reported that Assistant Supervisor H. W. Goggins is on the road to recovery. He was injured in an auto accident recenty. Brother Goggins is a furloughed member of our organization and we feel that we express the sentiments of the entire brotherhood in wishing him a speedy recovery.

Brother Larry D. Rees injured his back recently and will be off work for some time.

General Chairman R. A. Watkins was present at the meeting and rendered some enlightening facts regarding our hospital association and the possibility of transition to coverage by the Travelers Insurance Co.

Also Brother Watkins was happy to report that the Brotherhood had resolved a number of claims at a recent meeting in Kansas City.

Brother G. A. Smith has bid in a job on the Western Division and has transferred to Local 23.

Well, this is the time of year for vacations and yours truly will be heading for the piney woods and salty bay in the State of Washington during the month of June. LAWRENCE E. CASE

Obituary

Jack Walker, retired member of Local 46, Illinois Central Railroad, passed away recently. He was 81.

Brother Walker was assistant signalman at Paducah, Kentucky at the time of his retirement March 28, 1948 after completing 42 years of service.

The officers and members of Local 46 extend deepest sympathy to the surviving members of his family. ED.

D. D. Guy, retired member of Local 112, Pennsylvania Railroad, passed away recently. He was 73.

Brother Guy was Foreman C&S at Steubenville, Ohio at the time of his retirement January 10, 1958 after completing more than 44 years of service.

Brother Guy had served as Local Chairman for 16 years and worked hard to better conditions. He was a faithful member of our Brotherhood.

He is survived by 3 sons, one of whom, Floyd, is serving as Local Chairman of Local 112. The officers and members of Local 112 extend deepest sympathy to his family. ED.

John E. Elton, retired charter member of Local 96, New York Central Railroad, passed away recently. He was 96.

Brother Elton began his signaling career at Elyria, Ohio. At the time of his retirement during July, 1940 he was assistant maintainer at West Park, Ohio. He had completed more than 29 years of service. ED.

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Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

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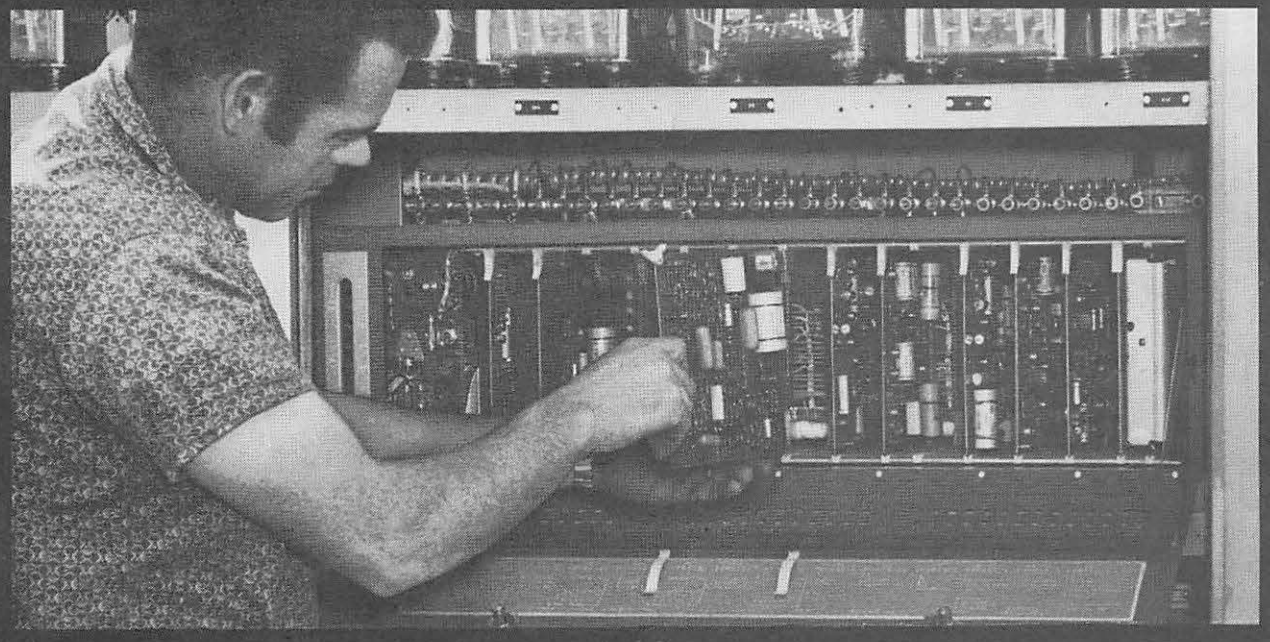

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